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County of Tuolumne

Regional Transportation Plan

1996

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December 3, 1996

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Tuolumne County Regional Transportation Plan

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I. Introduction

I. Introduction

Purpose of the Regional Transportation Plan

Regional Transportation Plans (RTPs) are developed by Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) in cooperation with the State Department of Transportation, for the following purposes:

1. Resolve regional mobility issues and provide policy direction for local plans through the achievement of a coordinated, balanced regional transportation system including mass transportation, highway, railroad, maritime, aviation, bicycle and pedestrian facilities and services;

2. Identify and document the region's mobility needs and issues in terms of the transportation system, land use, financial needs, air quality and environmental considerations including wetlands, endangered species, cultural resources;

3. Provide the foundation for transportation decisions by local, regional, State and Federal officials;

4. Document the region's goals, policies and objectives for meeting current and future transportation mobility needs while meeting air quality requirements;

5. Identify the specific actions planned to address the region's mobility needs and issues consistent with regional, state and federal policies including actions planned to achieve the performance standards and emissions reductions required under the State and Federal Clean Air Acts; and identify those agencies responsible for implementing the actions;

6. Identify transportation improvements in sufficient detail to aid in the development of the Federal Transportation Improvement Program (FTIP), the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), to be useful in making decisions related to the development and growth of the region, and to permit an estimate of emissions impacts for demonstrating conformity with the State Implementation Plan (SIP) for achieving air quality standards;

7. Document the financial resources needed to implement the region's transportation plan and meet required emissions reductions and performance standards;

8. Promote consistency between the California Transportation Plan, the regional planning process and local plans in responding to statewide and interregional transportation issues and needs and by providing direction to the California Transportation Plan; and

9. Inform the public, Federal and State and local agencies, and local elected officials who make land use and other project decisions, of the transportation planning process and related socio-economic, air quality and environmental concerns.

B. *Geographic, Demographic & Socioeconomic Data*

Geographic Data

The County of Tuolumne is located in the foothills of the Sierra Nevada mountain range in what has been traditionally called the Mother Lode area of California (See Figure I-1). The County is bordered on the north by Calaveras County, on the south by Mariposa and Madera Counties, on the west by Stanislaus County and on the east by Alpine and Mono Counties. Tuolumne County is approximately 2,217 square miles in the area of which 78% is owned by government agencies. Found within the County's borders are portions of the Stanislaus National Forest and Yosemite National Park. Elevations rise from approximately 400 feet above sea level on the western edge of the County to 11,467 feet above sea level at Sonora Peak in the Sierra Nevada mountain range on the eastern edge of the County (See Figure I-2).

Demographic Data

Since 1986, the population of Tuolumne County has increased at an average annual grow rate of 3.1%. The 1994 Department of Finance population estimate for Tuolumne County is 52,000 (4,500 City of Sonora +47,550 Unincorporated County). Department of Finance population projection from 2000 through 2030 are as follows:

Year	*Population*
2000	65,800
2010	81,200
2020	97,100
2030	113,499

According to the 1990 census, the elderly (65 years of age and over) comprise approximately 16.5% of the County's total population. Persons with a mobility disability are estimated to constitute 2.9% of the population.

The following demographic analysis has been prepared for the six major regions of the County (i.e., Sonora, Columbia, Jamestown, Tuolumne, Groveland and Eastern Tuolumne County).

Sonora Region. The Sonora area, including East Sonora, is experiencing intensive development and growth pressures. It is the commercial hub of the County with businesses serving the residential population and the tourist trade. The largest concentration of population in the County is also in the Sonora region. There has been an increase in both single-family housing and multiple-family housing. Future growth is anticipated to be moderate, placing additional demands on an already overstressed transportation system.

Columbia Region. The Columbia area has experienced growth, though not to the same extent as Sonora, Development has been centered around the Columbia townsite and the major transportation routes (e.g., Highway 49 and Parrotts Ferry Road). Development has included some commercial as well as a mix of residential housing (single-family homes, mobilehomes, townhouses). Columbia Community College attracts many to the area. The Columbia State Historic Park draws numerous tourists and contributes to the increased demand on local roads. Columbia Airport is located west of the townsite.

Jamestown Region. The Jamestown area has, along with the rest of the County, added residential housing (including single-family dwellings and a mobilehome park) as well as adding commercial and industrial development.

Tuolumne Region. The Tuolumne region is experiencing some of the same growth and development pressures as the rest of the County. Tuolumne Road is the major transportation route and has had commercial and industrial growth around it, especially close to the East Sonora area. Many of the region's large parcels have been split or subdivided for residential development. However, the Tuolumne City townsite has not had significantly high growth.

Groveland Region. The Groveland area has traditionally been more sparsely populated than other parts of the County, as well as having less services available to its residents. Though this remains true, the region has experienced rapid growth and development pressures in recent years. New residential housing has been constructed, most of it in the Pine Mountain Lake subdivision. Some commercial development has accompanied this growth in population. Highway 120 remains the major transportation route and is an important access road for vacationers bound for Yosemite National Park and other recreation areas. Vacation oriented businesses are an integral component of the local economy and new or expanded commercial facilities are planned or under construction.

Eastern Tuolumne County Region. The Eastern Tuolumne County area encompasses such communities as Twain Harte, Mi-Wuk Village, Confidence, Long Barn and Strawberry. Commercial growth has been limited and centered along Highway 108. Residential growth has been oriented towards second homes and/or retirement homes. Vacationers have been drawn in ever increasing numbers to the mountainous high country during the summer for hiking, swimming, fishing, hunting and other activities and during the winter for skiing at the Dodge Ridge ski resort. The combination of increased residential development and increased tourism is generating a greater demand on the transportation system.

Socioeconomic Data

The following information, as compiled by the Tuolumne County Chamber of Commerce, shows major employers in Tuolumne County are as follows:

Organization	*No. of Employees*
Andy's Home Center	55
City of Sonora	49
Contract Manufacturing	50
Cost-U-Less	24
County of Tuolumne (including Tuolumne General Hospital)	654
Dodge Ridge Ski Resort - Winter	300-400
- Summer	100
Golden State Cellular	25
Hales & Symons, Inc.	45
K-Mart	60
MRL Industries, Inc.	140
Mervyn's	105
Mother Lode Plastics, Inc.	40
Pacific, Gas & Electric	35

Pacific Ultrapower	26
Pak N' Save	75
Save Mart - 2 stores	140
Sierra Conservation Center (State of California)	960
(Employees including Camps)	1,165
Sierra Pacific Industries	350
Sonora Community Hospital	525
Sonora Union Democrat (newspaper)	70
State of California (does not include listings)	1,000
TCI Cablevision	24
Tuolumne County Schools	1,072
U.S. Government	500+
Wal-Mart	200
Wildewood Creative Products	35
Yosemite Title Company	28

Labor Force and Employment

Civilian labor force, 1994	21,140
Civilian employment	18,820
Unemployment	2,320
Unemployment rate	11.0
Nonagricultural wage & salary employment, 1993	13,970
Percent of California	0.1
Construction/Mining	1,000
Manufacturing	1,140
Transportation-utility	440
Trade	3,400
Finance-Insurance-Real Estate	730
Services	3,440
Federal Government	590
State-Local Government	3,240

**Not shown to avoid disclosure of confidential information*

Totals may not add due to rounding

Total employment, 1993	21,672
Percent of California	0.1
Wage & Salary	15,586
Proprietors	6,086
Farm	272
Non-Farm	5,814
Farm	332
Agricultural Services	318
Mining	417
Construction	1,531
Manufacturing	1,479
Transportation - utility	639
Wholesale Trade	*
Retail Trade	4,486
Finance, Insurance, Real Estate	1,579
Services	*
Federal Civilian	585
Military	125
State and Local	2,784

Housing and Construction

	4/1/90	1/1/95
Housing Stock	25,175	27,548
Percent of California	0.2	0.2
Single Family	19,372	21,003
Multiple Family	1,704	2,400
Mobile Homes, Trailers, etc.	4,099	4,145
Vacancy Rate (percent)	28.7	27.7

	Units	Valuation $ million
Housing Authorizations, 1994		
Total	226	$21.9
Percent of California	0.2	0.1
Single Family	222	17.0
Multi-Family	4	0.2
Nonresidential permits	--	$15.9
Percent of California	--	0.2

Industry

	1982	1987
Value added by manufacturer, ($mill.)	5.3	40.4
Percent of California	*	*
Industries:		
Lumber & Wood Products		28.3
Lumber production, 1994 (thousands of board feet)	93,489	
Percent of California	4.0	

	$ mill
Capital Expenditures:	
1982	
1987	
Payroll in Manufacturing:	
1987	2
1990***	3
Number of Mfg. Establishments:	
1987	5
1990***	8

* *Less than 5/100th of a percent.*
** *Not shown to avoid disclosure of confidential information.*
*** *Not comparable with 1987 due to source difference.*

Agriculture

Number of Farms, 1992	249
Acreage in Farms, 1992	137,530
% of land areas	9.6
Agricultural Employment, 1994	110
Value of Production, 1994 ($ mill.)	13.4
Percent of California	0.1
County Rank	51
Livestock & Livestock Products	3.2
Poultry & Poultry Products	7.9
Field Crops	1.7
Vegetables	0.0
Fruit and Nuts	0.3
Nursery Products	0.0
Seed Crops	0.0
Apiary Products	0.3

Leading commodities with value of Production, 1994	$ million
Cattle and Calves	2.9
Pasture and Range	1.7
Apples	0.2
Hay	*
Hogs and Pigs	*
Sheep and Lambs	*

* *Less than $50,000.*

Transportation

Vehicle Registrations, 1994	
Total	58,376
Automobiles	31,018
Per Capita (7-1-94 population)	0.58
Trucks	16,557
Motorcycles	1,800
Trailers	9,001

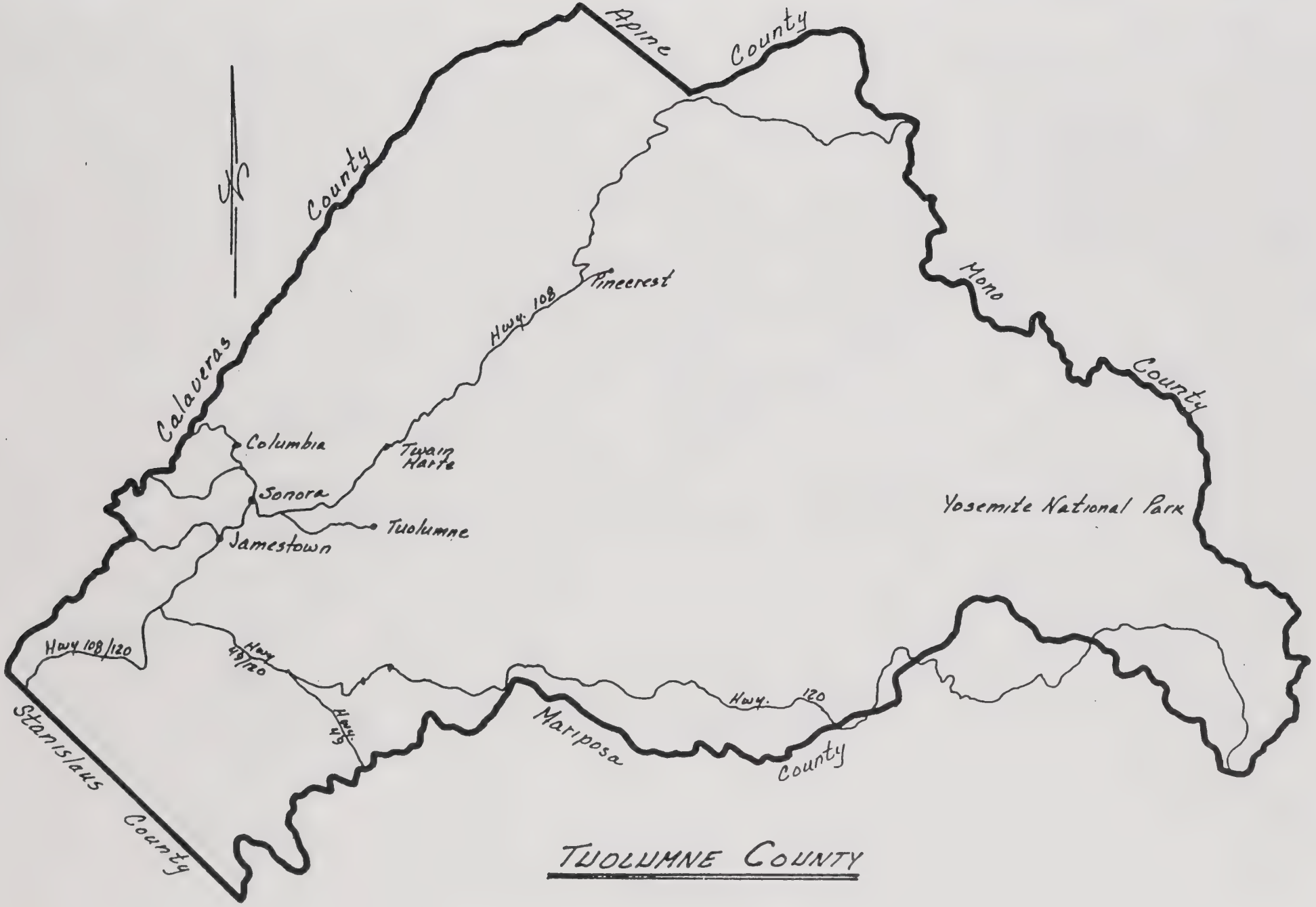
Miles of Streets, Roads and Highways, 1994	1,190.7

FIGURE I-1



TUOLUMNE COUNTY LOCATION MAP

FIGURE 1-2

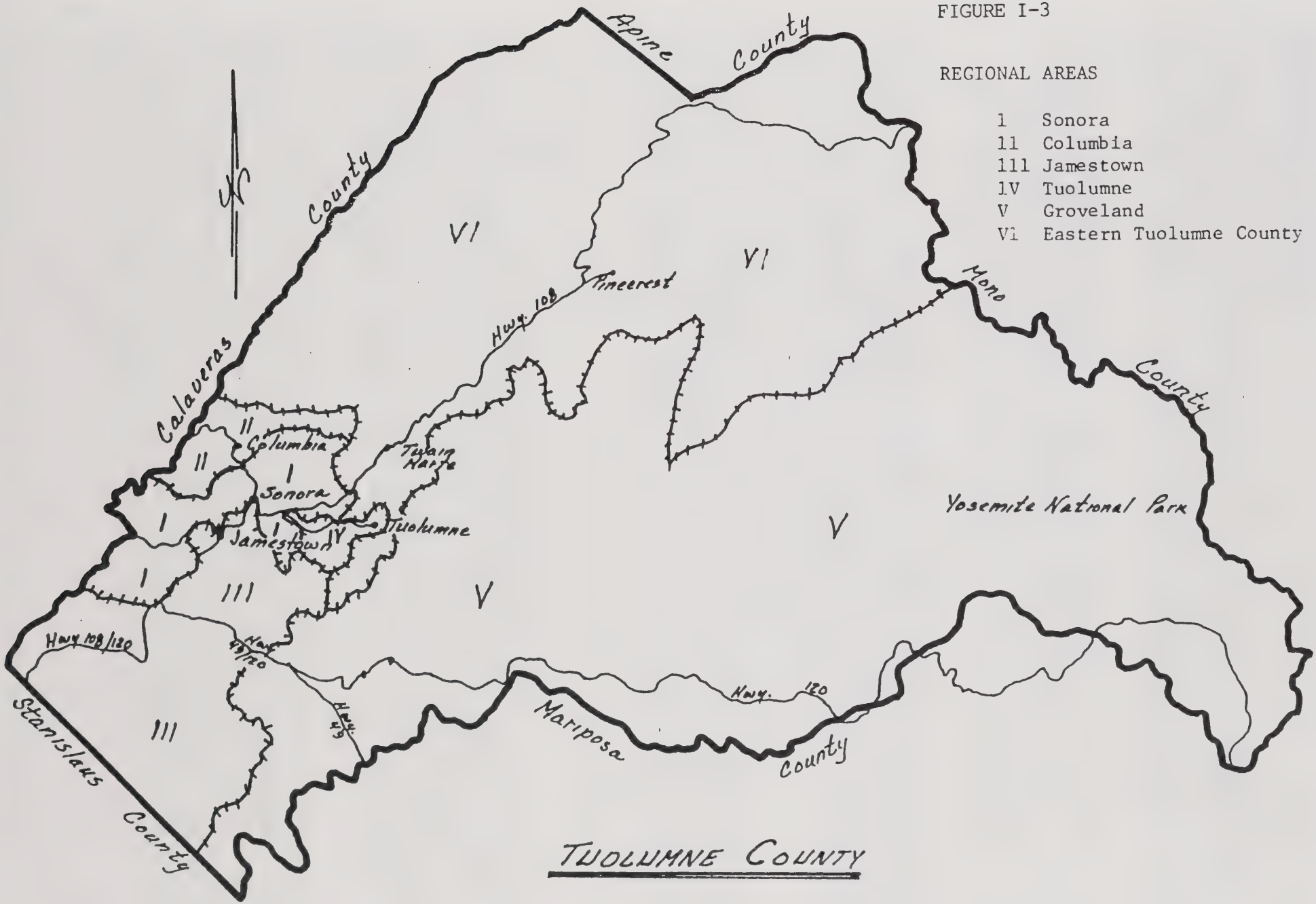


TUOLUMNE COUNTY

FIGURE I-3

REGIONAL AREAS

1 Sonora
11 Columbia
111 Jamestown
1V Tuolumne
V Groveland
Vi Eastern Tuolumne County



TUOLUMNE COUNTY

C. *Transportation Planning Process*

The landmark Federal transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA) signed into law by President Bush in 1991, closed the chapter on the American transportation policy of directing federal dollars largely toward building the interstate highway system. ISTEA provides local policymakers with greater autonomy and flexibility in spending federal transportation funds by providing:

- flexibility to transfer funds among various transportation modes.
- a greater role for regional agencies in deciding how funds are spent.
- uniform federal matching ratios.
- a new focus on reducing urban and suburban congestion and on linking transportation planning with land use and clean air objectives.

The authors of ISTEA injected into transportation decision making processes renewed concern for how transportation investments impact land use and how the resulting projects blend with the surrounding landscape, putting much of the responsibility for investment decisions squarely on the shoulder of RTPAs like the TCCAPC. But while the RTPAs take a more active role, they do not act in isolation. There are many players with individual responsibilities for transportation in the County.

The responsibility for implementation of the RTP falls upon local, state and federal governments, in addition to the TCCAPC. The RTP recognizes that cooperation at all levels is necessary if a balanced transportation system is to be achieved. The RTP further recognizes the importance of including the general public in the transportation planning process; and, therefore, the TCCAPC relies heavily upon input received for its public meetings including the Citizens Advisory Committee and the Social Service Transportation Advisory Council.

TCCAPC Organizational Structure

Tuolumne County and Cities Area Planning Council (TCCAPC) The Tuolumne County and Cities Area Planning Council is comprised of two members from the County Board of Supervisors, two members form the Sonora City Council and one citizen at large member voted in by a majority of the Board and Council TCCAPC members. The TCCAPC is intended to act as the lead planning and administrative agency for transportation projects and programs in Tuolumne County. It is hoped that the coordinated efforts of City, County and State officials and their technical staff through the TCCAPC will bring about positive improvements to the overall County transportation network.

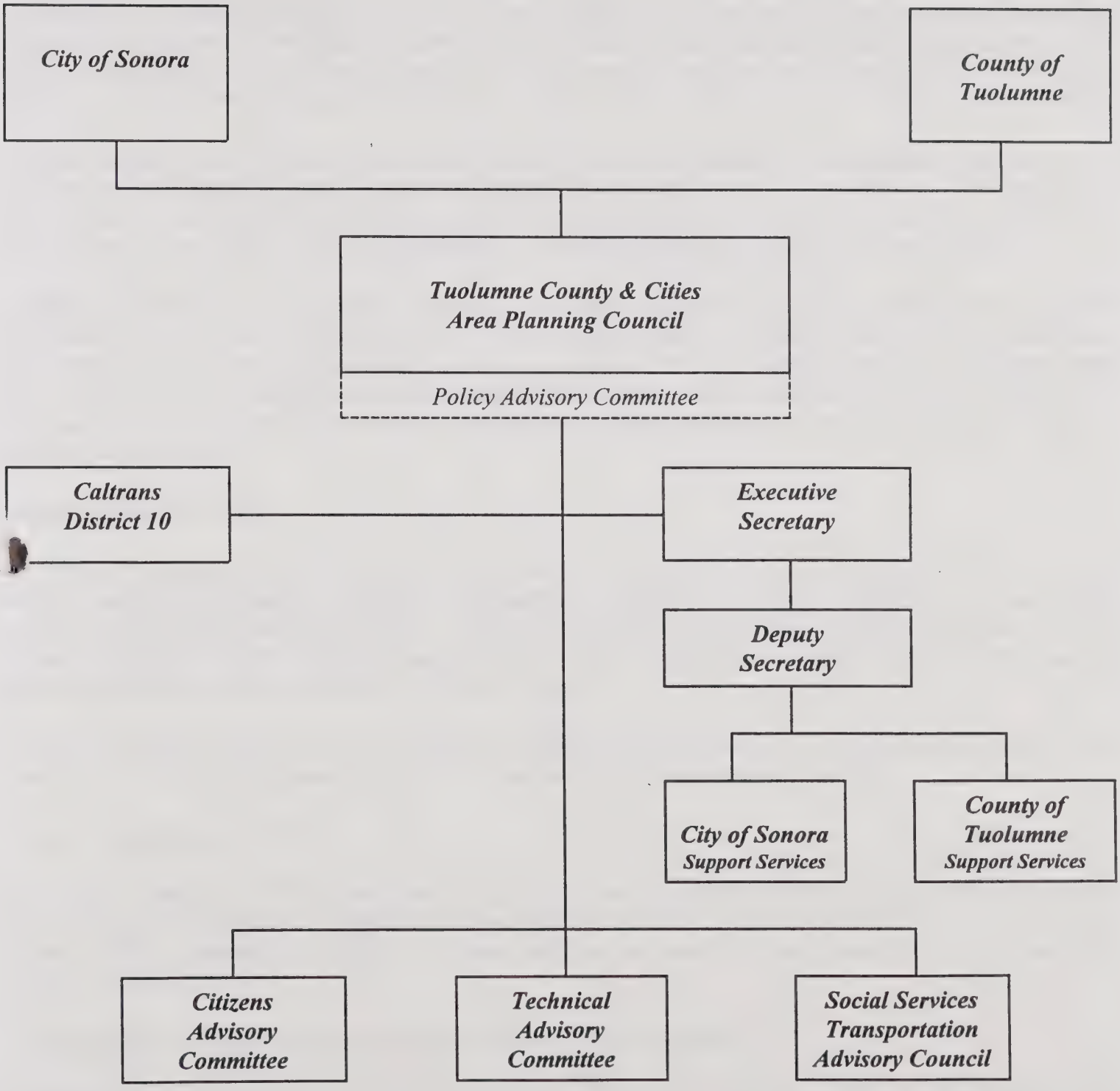
Policy Advisory Committee (PAC) The Policy Advisory Committee is intended to be an advisory committee to the TCCAPC on all policy matters relating to the regional transportation planning process and to the development of the regional transportation planning process and to the development of the regional transportation plan. Membership of the PAC consists of the members of the TCCAPC and the Caltrans, District 10-Director of Transportation. Rather than hold separate meetings, it has been the practice of the TCCAPC to serve a dual role as both the PAC and TCCAPC at its regularly scheduled meetings. The Caltrans District 10 Director of Transportation can comment and lead discussion at TCCAPC meetings, but does not have a vote on matters before the TCCAPC.

Technical Advisory Committee (TAC) The Technical Advisory Committee is the clearinghouse and technical review body for all items which come before the TCCAPC. Membership of the TAC is comprised of the TCCAPC Executive Secretary, the County Planning Director the Director of the County Public Works Department (PW) the County Airport Manager, the city Administrator, the City Planner, the City Engineer, the Caltrans, District 10-Transportation Planner and the area California Highway Patrol (CHP) Commander. Other City, County and Caltrans staff members do attend and participate in TAC meetings.

Citizens Advisory Committee (CAC) The Citizens Advisory Committee is intended to be an advisory committee to the TCCAPC on all matters relating to the regional transportation system. While TCCAPC staff services are available to the CAC, it is an independent committee which provides input directly to the TCCAPC. Membership of the CAC consists of eight total members with staggered four year terms. The Sonora City Council appoints two members and the Tuolumne County Board of Supervisors appoints six members.

Social Services Transportation Advisory Council (SSTAC) The Social Services Transportation Advisory Council is intended to be an advisory committee to the TCCAPC on matters pertaining to the transit needs of transit dependent and transit disadvantaged personal. The SSTAC's input shall be considered in and made an integral part of the TCCAPC's annual "Unmet Transit Needs" hearing and findings process.. The composition of the SSTAC, the terms of SSTAC appointments and precise responsibilities of the SSTAC are found in and controlled by section 99238 of the Public Utilities Code (PUC).

Tuolumne County and Cities Area Planning Council
Organizational Chart



Major Planning Activities

Regional Transportation Plan

AB69 (1972) added Chapter 1253 to the California statutes which established the California Department of Transportation (Caltrans) and required the development of statewide and regional transportation plans. The process and form to be utilized in developing such plans was later refined by requirements contained in AB402 (1977). The initial RTP for Tuolumne County was adopted in 1975 and subsequent updates were prepared in 1976, 1977, 1978, 1980, 1982, 1984, 1986, 1992 and 1994.

The Tuolumne County RTP is designed to be the base document for all transportation planning in the County. As required by AB402 (1977), the RTP is updated biennially and establishes policy direction for all transportation projects and programs in the County. Once the RTP is adopted, the "Future Actions" outlined in the plan are implemented by the respective local and state agencies as staffing, funding and work priorities permit.

In the past, Tuolumne County's RTP has served as the Circulation Element of the County's General Plan. In 1996, the County's Updated General Plan will contain a Circulation Element that will more closely correlate development and growth with the circulation system. Likewise, the City of Sonora's General Plan will also correlate land development with the circulation system. The 1996 RTP serves as an intermediary regional document that maintains consistency between local and State transportation plans. Additionally, the RTP establishes important project funding priorities.

Transit Development Plan

The Transit Development Plan (TDP) is a five year planning document which inventories existing public and social service transit systems, attempts to determine the adequacy of existing transit services and outlines an action plan for the development of area transit systems. While the TCCAPC is not specifically required to prepare a TDP, it is imperative that the TCCAPC do so. This document is invaluable in forming the basis of the TCCAPC's annual findings regarding "unmet transit needs" within the County.

Tuolumne County's Transit Development Plan was updated in September 1995 by Nelson/Nygaard Consulting Associates. Much of the information in the TDP has been incorporated into this document.

Overall Work Program (OWP)

The OWP outlines the TCCAPC's work plan for a given year and its primary means of securing funding and staffing in order to create, implement and expand upon those policies and actions outlined in the RTP. Maintaining an up-to-date OWP is critical to the TCCAPC's functioning as the regional transportation planning agency, consistent with State and Federal priorities.

Proposed State Transportation Improvement Program (PSTIP) Comments.

As called for in AB402 (1977), the TCCAPC is required to submit its comments related to the annual PSTIP prepared by Caltrans. The PSTIP is Caltrans' perception of how the California Transportation Commission's annual STIP-5 year highway improvement program should be developed. PSTIP comments and annual STIP hearings are the County's major means of influencing Tuolumne County highway projects contained in the CTC's final STIP.

Major Administrative Functions

Administration of Transportation Development Act (TDA) Funds

The TCCAPC is responsible for the allocation, payment and proper record keeping associated with TDA and its funding mechanisms. TDA addresses two major funding sources: the Local Transportation Fund (LTF) (approximately $900,000 annually) and the State Transit Assistance Fund (STAF) (approximately $60,000 annually). These funds can be utilized by the City of Sonora and County of Tuolumne for transportation planning, expenses related to administering TDA, pedestrian and bicycle facilities, transit systems and/or for streets and roads projects.

Oversight of County Federal Transit Administration (FTA) Grants

The TCCAPC is also responsible for the general oversight and coordination of Federal Transit Administration (FTA) grants including Section 16(a)(2) and Section 18 grant projects generated within the County. These grants provide funding for capital and/or operating costs associated to both elderly/disabled (specialized) and public transportation programs. The TCCAPC reviews such grants in order to make several findings related to the type of clientele being served by each program, the extent to which such programs have coordinated services with other transportation providers and whether or not the services provided are consistent with the RTP.

II. Policy Element

II. Policy Element

Goals, Objectives & Policies

The purpose of goals, objectives and policies is to provide the framework which specifies how certain actions should be formulated. Each has its own definitive purpose in guiding decisions which can be formulated. Each has its own definitive purpose in guiding decisions which can be described as follows:

- A GOAL is the end toward which effort is directed. It is general and timeless, but theoretically attainable.
- An OBJECTIVE is more precise and is capable of both attainment and measurement.
- A POLICY is a course of action that guides both present and future decisions.

Transportation is the basic support system which provides mobility to sustain social, economic and recreational activities in Tuolumne County. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions such as safety hazards, long delays, air pollution and unnecessary energy consumption.

The goals, objectives and policies in this plan are intended to guide the development of a transportation system which will maintain and improve the quality of life in Tuolumne County. In response to this aim, the TCCAPC has identified the following as its overriding goal:

"Enhance the life style of the people of Tuolumne County through an adequate, safe, efficient and economically feasible transportation system, consistent with the social, cultural, economic and environmental needs of the County."

Transportation infrastructure costs money. The cost of providing this infrastructure should be paid in a fair and equitable manner by those who receive the benefits of the transportation systems provided. The TCCAPC recognizes this and adopts the following goal:

"The TCCAPC will encourage the City, County, State and Federal governments to provide stable funding sources to adequately provide for existing and future transportation needs in the area."

Revenue sources should provide that new development mitigate traffic impact caused by new development. Impacts created by seasonal recreational traffic should be mitigated by those who cause the impact. Existing deficiencies in the intermodal transportation network should be funded by the existing residents of the area.

New revenue sources should be dedicated revenue sources that provide a rational nexus between the need for funds and the amount of funds made available. This single goal will address all above stated issues in a fair, reasonable and equitable manner.

In order to provide complete consistency with the goals of the California Transportation Plan (CTP), the major goals of the CTP are adopted as part of this Policy Element.

CTP Goals Checklist

Goal 1: To maintain the intermodal system wisely, safely, efficiently and effectively.

Goal 2: To make cost-effective transportation investment to promote sustainable economic growth and improved goods movement.

Goal 3: To implement transportation strategies, services and technologies to support improved air quality, energy efficiency, noise mitigation and environmental protection, while improving our communities, conserving natural resources and achieving sustainable society over the long term.

Goal 4: To integrate land use and transportation decisions at the local, regional and state level to provide for a quality living environment that strikes a balance between development and available infrastructure, that conserves natural resources including prime agricultural access for all trip purposes.

Goal 5: To provide for the most safe and efficient methods available that achieve equitable access for all travel purposes and to improve the public's ability to choose between safe, efficient and reliable alternatives for achieving that transportation.

Goal 6: To provide for transportation access to jobs, housing, recreation and community services for all Californians regardless of age, economic, social or physical condition.

Goal 7: To provide for stable funding to preserve and operate the transportation system and flexible funding to develop and improve transportation services and facilities.

Goal 8: To broaden the involvement of all users, include communities in the transportation decision making process so as to achieve equitable solutions to transportation problems and optimize the use of the transportation system.

Goal 9: To establish the inter-organizational commitments of cooperative, mutually dependent action that is required to provide efficient intermodal transportation system performance.

Objectives & Policies

Aviation: Objective

Promote the planned development of aviation facilities in order to meet the general aviation and emergency medical transportation needs within Tuolumne County.

Policies

1. Support the development of the Columbia and PML Airports in accordance with the "Airports Land Use Policy Plan", and future Master Plans.

2. Support the creation and/or expansion of sources of capital improvement funds for the Columbia and PML Airports.

3. Encourage local agencies to make land use decisions that are compatible with land use policies and improvements plans for the Columbia and PML Airports.

4. Support the continued existence of an Airport Enterprise Fund for each Airport, and the dedication of all revenues generated from airport properties and offices for use in funding airport operational and capital improvement costs.

5. Support the development of a plan aimed at creating a countywide system of emergency heliports.

Non-Motorized: Objective

To encourage the use of alternative means of transportation by providing safe bicycle and pedestrian facilities between high use areas thereby reducing road congestion which improves circulation, health and air quality within the County.

Policies

1. Actively investigate and support the development of alternative funding sources for bicycle and pedestrian facilities.

2. Construct bicycle and pedestrian facilities as soon as possible when funds become available.

3. The needs of pedestrians, bicyclists and individuals with disabilities shall be given special attention in the project design review process.

Public Transportation: Objective

Provide effective and efficient transportation services which meet the needs of transit dependent residents within Tuolumne County which are reasonable to meet. Youths, elderly, persons with disabilities and the economically disadvantaged shall be given special attention.

Policies

1. Support the development of all area public and social service transportation systems as outlined in the Tuolumne County Transit Development plan (TDP).

2. Encourage eligible claimants in Tuolumne County to maximize the use of Federal and State funds for public transportation purposes.

3. Require coordination among public and social service transportation operations so as to ensure the highest level of efficiency and cost-effectiveness possible.

4. Actively pursue public input into the operation of the Public Transportation System as received via rider surveys, the Transit Productivity Advisory Committee and comments made during the annual unmet transit needs hearing.

5. Improve the public's knowledge of available transit services by encouraging increased marketing of all existing transportation in Tuolumne County.

6. Ensure compliance with the Americans with Disabilities Act.

7. Provide transit service that is effective in attracting and maintaining riders. Service should be provided to areas where a need has, or can be, identified.

8. Operate service in the most cost-effective manner possible.

9. Coordinate transit system development with community planning and development efforts and land use policy.

Rail: ***Objective***

Promote growth and safety of all uses of the Sierra Railroad.

Policies

1. Support and encourage state and federal grant applications aimed at the upgrading and rehabilitation of Sierra Railroad trackage.

2. Support the revival of passenger, excursion and movie train operations on the Sierra Railroad to the extent that such operations themselves can be proven cost-effective and do not conflict with freight operations on the Railroad.

3. Support the intermodal linkage of truck on rail as a technique of reducing truck AADT (Annual Average Daily Trips) on highway corridors.

4. Higher truck weights shall be opposed.

5. Develop thorough cooperation with all agencies involved, a railroad system that provides for the convenient and reliable movement of freight.

***Street and Highways:* Objective**

To provide a street and highway system that is safe, efficient and coordinated to meet the transportation needs and environmental concerns within the County.

Policies

1. The needs of street and road users will be regularly assessed by local Planning Departments and Transportation Departments in the development review process.

2. Local agencies, in conjunction with Caltrans, will regularly conduct assessments of the current status of the highway system to determine the current level of needs in the system, and report those needs to the TCCAPC.

3. The traffic impacts of proposed land uses shall be evaluated and mitigated in relation to stated goals, policies and objectives of the RTP.

4. The TCCAPC shall set forth its recommendations for the future of the County's streets and highway system in each update of the RTP.

5. Local transportation departments will maintain and awareness of those portions of the streets and highway system which experience an unusual number of motor vehicle traffic accidents, design necessary improvements and implement necessary improvements in a timely manner.

6. The TCCAPC shall encourage the identification and implementation of mitigation measure for all projects impacting local arterial and collector roads.

7. The TCCAPC shall continue to coordinate a financially constrained Regional Transportation Improvement Program.

8. The TCCAPC shall continue to coordinate with Federal, State and local agencies and developers to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of services standards.

***Transportation System Management:* Objective**

Promote transportation system management actions which maximize the use of transportation facilities in the most efficient, cost effective, safe and environmentally sound fashion possible.

Policies

1. Encourage the coordinated use of efficient transportation modes such as public and social service transportation, bicycling, walking, ridesharing and carpools/vanpools through the creation of appropriate facilities and incentives.

2. Support structural and operational improvements necessary to increase the capacity and/or flow of traffic on the local streets and highways network.

3. Encourage the development of off-street parking facilities sufficient to meet the needs of local residents and tourist.

4. Support land use decisions which encourage growth in defined communities and avoid urban sprawl.

Goods Movement:* *Objective

Provide a transportation system which allows for the efficient transportation of goods while minimizing negative impacts on the local roadway system.

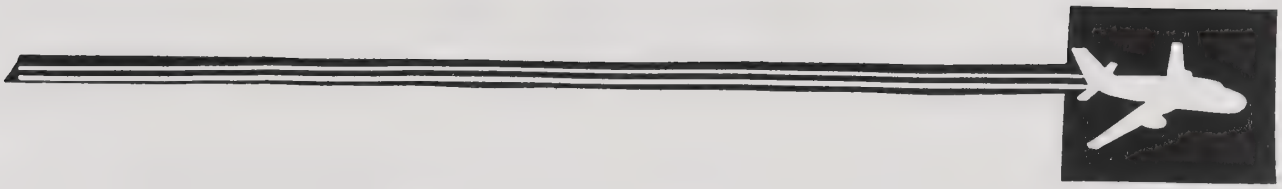
Policies

1. Support the coordinated interaction of truck and rail freight movements.

2. Encourage new industries to locate adjacent to the Sierra Railroad.

3. Support the review and development of actions which would minimize the negative impacts of truck traffic on the local roadway system.

4. The TCCAPC shall resist legislative and administrative efforts which could expand the use of longer/wider trucks on roads within Tuolumne County.



III. Aviation Element

III. Aviation Element

Inventory

General aviation needs in Tuolumne County are met by two County owned and operated airports: Columbia Airport, located near the town of Columbia; and Pine Mountain Lake (PML) Airport, located near the town of Groveland. (See Figures II-1 and II-2)

Columbia Airport

In 1996, Columbia Airport had 86 tie-downs and 75 hangar spaces for based aircraft and 49 tie-downs for transient aircraft. There are presently 145 aircraft based at the airport facilities. Total annual operations (takeoffs and landings) at the Airport are estimated at 44,000[1]. The Airport has two runways: 17/35, asphalt surface, with a length of 4,660 feet, and two overrun areas (300 feet dirt, 400 feet asphalt at the 35 approach end, and 600 feet asphalt surface at the 17 approach end); and 11/29, turf surface, with a length of 2,600 feet (for safety purposes there is no runway 11 -i.e., take-offs are not permitted in a westerly direction).

The Airport has an approved non-precision instrument approach for aircraft operations in inclement weather. Approach is based on use of either the Non-Directional Beacon (NDB) or Global Positioning System (GPS), and Automated Weather Observation System (AWOS) operations at the Airport.

Services available at the Airport include: aircraft maintenance and sales, air charter and instruction, offices, automobile parking, and overnight aircraft camping park (campground) complete with recreation hall and restroom/shower facilities. Columbia Airport is utilized as a major regional air attack base by the California Department of Forestry for fire fighting purposes.

Pine Mountain Lake Airport

Pine Mountain Lake Airport (PML) has 55 tie-downs and 5 hangers for based aircraft and 8 tie-downs for transient aircraft. There are presently 57 aircraft based at the Airport facilities. Total annual operations are estimated at 20,000.[2] Pine Mountain Lake Subdivision regulations continue to allow residents to hangar their personal aircraft on their own property, resulting in an estimated 100 additional based aircraft. The Airport runway length is approximately 3,640 feet. Other services available at the airport include offices, aircraft maintenance, fuel sales, automobile parking, a coffee shop and restrooms.

Heliports

In Tuolumne County, only three officially designated heliport facilities currently exist: 1) Bald Mountain - U.S. Forest Service; 2) Buck Meadows - U.S. Forest Service; and 3) Moccasin - City and County of San Francisco. None of these facilities are equipped for night time use.

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[1] Source: Draft Columbia Airport Master Plan Report; Shutt-Moen Associates, for the County of Tuolumne, 1996.

[2] Source: Airports Director, County of Tuolumne, 1996.

B. *Issues*

1. *Need for new Master Plan at Pine Mountain Lake Airport* Master Plans are necessary to properly plan development of airports and as important prerequisites for obtaining State and Federal grant dollars. There are no State grant funds available for Master Plan activities and the cost of Plan development precludes a predominant use of local funds. Local staff could accomplish some Master Plan efforts for PML; however, tasks such as noise contour mapping require use of specialists.

   The County has successfully continued development at Columbia Airport. This development has been purposefully limited to three sites, in order to not contaminate Master Plan efforts. Two lease agreements have been executed, and all on and off-site improvements completed. The importance of these two developments lies within their ability to provide additional water, for fire flow purposes, to both the east and west sides of the Airport. Development efforts at Columbia Airport have been impaired for several years as a result of a lack of adequate fire flow on either side of the Airport.

2. *Development of emergency heliports throughout Tuolumne County* There is a great need to provide emergency medical transportation by helicopter from remote areas of Tuolumne County to hospitals in Sonora and adjacent areas. Several problems are associated with developing such heliports. First is the matter of liability to both the property owner(s) and the entity sanctioning the use of the remote heliport(s). Second would be the establishment of proper protocols for the effective and safe use of such heliports. Third is the cost associated with constructing, operating and maintaining such heliports.

3. *Need for Update to Airport Land Use Plan* Data in the existing Plan is outdated and there continues to be problems with ambiguous language. New data has become available as a result of the update to the Columbia Master Plan. The ALUC amended its Plan in FY 1994/1995 and 1995/96. Funds for a plan update are earmarked in the STIP and the County has begun the consultant hiring process.

C. *Objectives & Policies*

Objective Promote the planned development of aviation facilities in order to meet the general aviation and emergency medical transportation needs within Tuolumne County.

Policies

1. Support the development of the Columbia and PML Airports in accordance with the "Airports Land Use Policy Plan", and future Master Plans.

2. Support the creation and/or expansion of sources of capital improvement funds for the Columbia and PML Airports.

3. Encourage local agencies to make land use decisions that are compatible with land use policies and improvement plans for the Columbia and PML Airports.

4. Support the continued existence of an Airport Enterprise Fund for each Airport, and the dedication of all revenues generated from airport properties and offices for use in funding airport operational and capital improvement costs.

5. Support the development of a plan aimed at creating a countywide system of emergency heliports.

D. *Past Plan Accomplishments*

1. The Draft Columbia Airport Masterplan Report was completed in 1996.

2. 13 T-hangars and 5 corporate hangars were constructed at the Columbia Airport between 1984 and 1986.

3. Apron parking was increased and runway obstructions were removed at Pine Mountain Lake Airport between 1984 and 1986.

4. In FY 1985/86, the County of Tuolumne was awarded State and Federal grants in the amount of $790,000 for the construction of improvements at the PML Airport. These improvements included 32 tie-downs, ramp lighting, taxiway maintenance, installation of a precision approach path indicator and the extension of runway overruns.

5. In Fiscal Year 1987/1988 and 1988/1989, the County of Tuolumne had major extensions to Runway 17/35, and its parallel taxiway, constructed through the award of approximately $600,000 in FAA funds.

6. Several things have taken place regarding the development of a system of emergency heliports. First, a tentative list of potential heliport locations was constructed. Second, a draft protocol for use of such emergency heliports was written. Third, the matter of liability was discussed with the Tuolumne County Counsel's office and some progress was made on ways to minimize liability problems.

7. In Fiscal Year 1989/1990, the County was awarded approximately $155,000 in FAA funds for replacement of navigational aids (Non-Directional Beacon and Automated Weather Observation System) at Columbia Airport. Construction of an AWOS III was completed during FY 1993/1994. Due to problems associated with the existing NDB site, the Airports Department anticipates de-commissioning of the NDB, with use of GPS becoming prevalent, at both airports.

8. In FY 1993/1994, approximately $190,000 of airport pavement maintenance projects were complected at PML Airport.

9. In Fiscal Year 1993/1994, the County completed approximately $920,000 of pavement maintenance, and capital improvement projects at Columbia Airport.

10. In Fiscal Year 1994/95, requested the establishment of GPS non-precision approach at both airports.

11. In Fiscal Year 1995/96, acquired Army National Guard facility at the Columbia Airport.

12. In Fiscal Year 1996/1997, the County completed a Master Plan update for Columbia Airport, and commenced update to ALUC Airport Land Use Policy Plan.

E. *Future Actions*

1. The County of Tuolumne will continue to pursue funds for maintenance and capital improvement projects for both Airports.

2. The County of Tuolumne will assist the Emergency Medical Services Agency in developing a workable plan which will create a countywide system of emergency heliports. This will include the specific task of obtaining night lighting for the Bald Mountain, Buck Meadows and Moccasin heliports.

3. The County will begin implementation of the Master Plan (hangar construction).

4. The County of Tuolumne will continue to strive to improve the service available at both Airports, while becoming financially more self-supporting.

F. *Financial*

The purpose of this section is to discuss the variety of financial programs available to fund airport improvements and then to establish what is likely to be received for such purposes.

1. ***Discussion of Funding Sources***

a. *Federal Airport Improvement Program (AIP)* This is the most common form of government grant aid to airports. The AIP program provides aviation-generated tax revenues for selected airport facilities and projects on a 90% Federal and 10% local matching basis. AIP grant selection criteria are weighed to favor projects at airports with a high number of based aircraft and daily operations.

b. *California Aid to Airports Program (CAAP)* The CAAP program is made up of three parts: the Acquisition and Development Program, the Annual Grant Program and the California Airport Loan Program.

Acquisition and Development Program Similar to the Federal AIP Program, this State program provides grant funding for selected airport facilities and projects on a matching/share basis, currently 90% State and 10% local. These grant dollars are allocated through the California Transportation Commission (CTC).

Annual Grant Program Under this program, all publicly-owned and licensed airports in the State receive $10,000 per year for grant-eligible capital improvement projects and/or operations. The grants are not competitive; at the discretion of the County funds may be accumulated, up to a maximum of five years at the State level (without interest), toward a large project or used as part of a local match for a Federal grant. In

addition, grant funds can be annually drawn down for costs associated with on-going airport operations.

California Airport Loan Program The purpose of this program is to assist public entities in the development of their airport facilities by making available special low interest loans from the State.

c. *Local Funds* Local funding is derived from two basic sources: airport-generated revenues and County General Fund transfers. Airport-generated revenues come from such sources as hanger rentals, tie-down fees, building rentals, land leases, gas concessions and landing fees.

d. *Private Development* Local developers and other private interests have shown a willingness to make a variety of improvements at both of the County's airports. Two recent private developments at Columbia Airport have resulted in additional fire flow to both the east and west sides of the Airport.

2. ***Estimated Revenues***

Changing State and Federal legislation and the unpredictability of AIP and CAAP grant programs make it impossible to accurately project airport revenues beyond Fiscal Year 1996/97. Estimates for Fiscal Year 1996/97 includes data from the Master Plan.

a) *County of Tuolumne - Columbia Airport*

	AIP	CAAP	Local	Private	Totals
			(in thousands)		
1996/1997	$968	$110	$887	$380	**$2,345**
1997/1998	$502	$10	$315	$0	**$827**
1998/1999	$0	$10	$257	$0	**$267**
1999/2000	$793	$10	$424	$0	**$1,227**
2000/2001	$0	$10	$265	$0	**$275**
2001/2002	$0	$10	$269	$0	**$279**
2002/2003	$446	$10	$469	$0	**$925**
2003/2004	$0	$10	$278	$0	**$288**
2004/2005	$0	$10	$282	$0	**$292**
2005/2006	$0	$1,298	$287	$0	**$1,585**
2006/2007	$0	$10	$292	$0	**$302**
Totals	**$2,709**	**$1,498**	**$4,025**	**$380**	**$8,612**

b) *County of Tuolumne - Pine Mountain Lake Airport*

	AIP	CAAP	Local	Private	Totals
			(in thousands)		
1996/1997	$0	$10	$41	$0	**$51**
1997/1998	$0	$711	$121	$0	**$832**
1998/1999	$0	$10	$45	$0	**$55**
1999/2000	$0	$10	$47	$0	**$57**
2000/2001	$0	$10	$49	$0	**$59**
2001/2002	$0	$10	$51	$0	**$61**
2002/2003	$0	$10	$53	$0	**$63**
2003/2004	$0	$345	$92	$0	**$437**
2004/2005	$0	$10	$57	$0	**$67**
2005/2006	$0	$10	$59	$0	**$69**
2006/2007	$0	$10	$61	$0	**$71**
Totals	**$0**	**$1,146**	**$676**	**$0**	**$1,822**

3. ***Estimated Expenditures***

Total expenditures are estimated at the same relative level as total revenues. Estimates for Fiscal Years 1996/97 and beyond include data from within the Master Plan.

a) *County of Tuolumne - Columbia Airport*

	Oper/Adm	*Rehab/ Maint*	*Cap Imp*	*Totals*
		(in thousands)		
1996/1997	$279	$1,086	$980	**$2,345**
1997/1998	$264	$563	$0	**$827**
1998/1999	$267	$0	$0	**$267**
1999/2000	$271	$956	$0	**$1,227**
2000/2001	$275	$0	$0	**$275**
2001/2002	$279	$0	$0	**$279**
2002/2003	$283	$642	$0	**$925**
2003/2004	$288	$0	$0	**$288**
2004/2005	$292	$0	$0	**$292**
2005/2006	$297	$0	$1,288	**$1,585**
2006/2007	$302	$0	$0	**$302**
Totals	**$3,097**	**$3,247**	**$2,268**	**$8,612**

b) *County of Tuolumne - Pine Mountain Lake Airport*

	Oper/Adm	Rehab/ Maint	Cap Imp	Totals
		(in thousands)		
1996/1997	$51	$0	$0	**$51**
1997/1998	$53	$779	$0	**$832**
1998/1999	$55	$0	$0	**$55**
1999/2000	$57	$0	$0	**$57**
2000/2001	$59	$0	$0	**$59**
2001/2002	$61	$0	$0	**$61**
2002/2003	$63	$0	$0	**$63**
2003/2004	$65	$372	$0	**$437**
2004/2005	$67	$0	$0	**$67**
2005/2006	$69	$0	$0	**$69**
2006/2007	$71	$0	$0	**$71**
Totals	**$671**	**$1,151**	**$0**	**$1,822**

Ten-Year Capital Improvement Plan

Designated Airport:
Pine Mountain Lake (PML)

	Description	Priority	Required Project Start Year	Estimated Project Cost 1994*	Estimated Project Cost Construction Year
1.	Overlay RW 09/27	1	1998	$173,000	$244,000
2.	Overlay Parallel TW	1	1998	$69,000	$97,000
3.	Overlay Parking Ramp	1	1998	$210,000	$295,000
4.	Seal Parking Ramp	1	1998	$26,000	$37,000
5.	Runway Drainage	1	1998	$76,000	$106,000
6.	Seal RW 09/27	2	2004	$58,000	$91,000
7.	Seal Parallel TW	2	2004	$35,000	$54,000
8.	Seal Parking Ramp	2	2004	$70,000	$109,000
9.	Overlay Parking Ramp	2	2004	$76,000	$118,000

* Does not include engineering costs/fees

Designated Airport:
Columbia

	Description	Priority	Required Project Start Year	Estimated Project Cost 1996	Estimated Project Cost Construction Year
1.	Armory Acquisition	1	1996	$300,000	$300,000
2.	ALUC CLUP Update	1	1997	$100,000	$100,000
3.	UST Removal	1	1997	$20,000	$20,000
4.	New Fuel Tanks/Fuel Island	1	1997	$380,000	$380,000
5.	Hangar Construction	1	1997	$600,000	$600,000
6.	Runway 17-35 Overlay	1	1997	$821,000	$821,000
7.	Security Fencing	1	1997	$200,000	$200,000
8.	Aircraft Oil/Wash Rack	1	1997	$65,000	$65,000
9.	Taxilane, Runup, Helio Apron Sealcoats	2	1998	$70,000	$73,500
10.	Transient Acrft Apron Seal	2	1998	$300,000	$315,000
11.	Hangar Taxilane Reconstruc.	2	1998	$44,500	$47,000
12.	Runway 29 Appr. Pavement	2	1998	$80,000	$84,000
13.	Runway 11-29 Regrade/Reseed	2	1998	$41,000	$43,000
14.	Taxiway Sealcoat	3	2000	$99,000	$109,000
15.	Terminal Bldg. Concrete Apron Repair	3	2000	$75,000	$83,000
16.	Perm. Aircraft Apron Ovrly	3	2000	$655,000	$720,000
17.	Misc. Improvements	3	2000	$40,000	$44,000
18.	Terminal Area Parking Lot Overlay	4	2003	$50,000	$59,000
19.	Transient Acrft Apron Ovrly	4	2003	$496,000	$583,000
20.	Taxiway C Extension; New Hngr Taxilanes, Inc. Gate	5	2006	$100,000	$125,000
21.	New Hangars (so. of 11/29)	5	2006	$850,000	$1,063,000
22.	Access Rd. To Helio Apron	5	2006	$80,000	$100,000

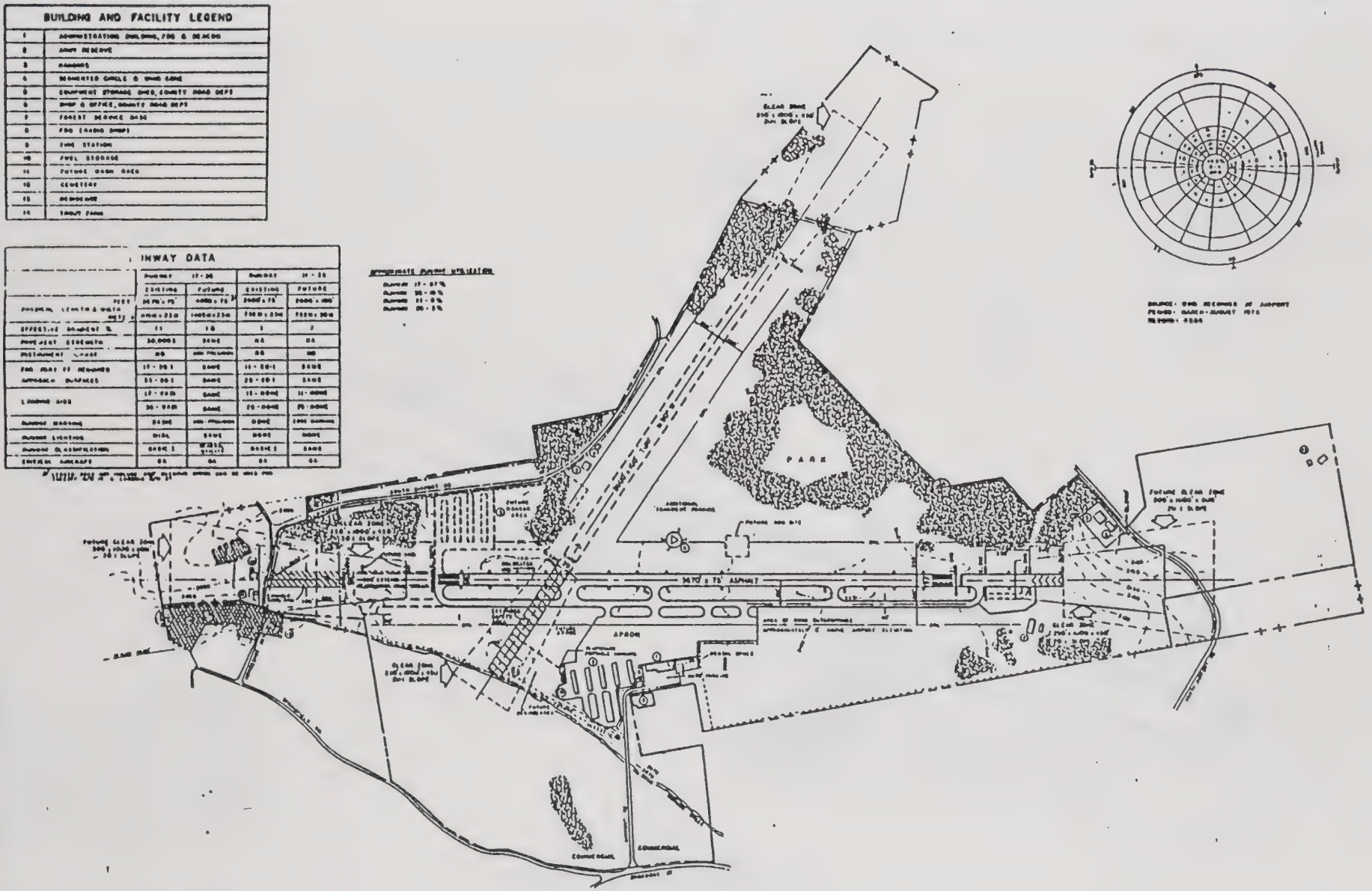

BUILDING AND FACILITY LEGEND
RUNWAY DATA
PARK
APRON
AVIATION PLANNING SERVICES
HODGES & SHUTT
COLUMBIA
AIRPORT LAYOUT PLAN

FIGURE II-1

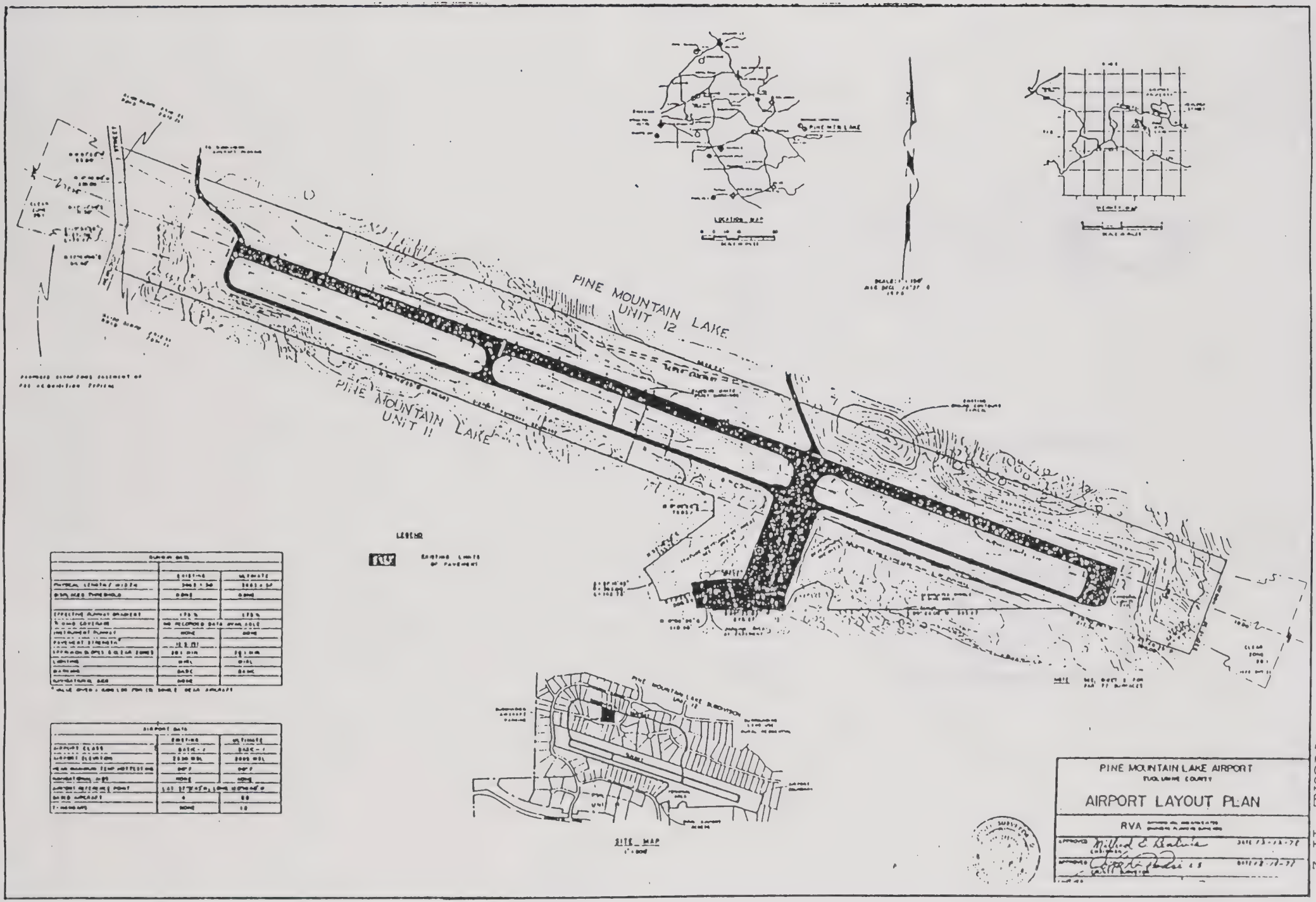

PINE MOUNTAIN LAKE
UNIT 12
PINE MOUNTAIN LAKE
UNIT 11
PINE MOUNTAIN LAKE AIRPORT
AIRPORT LAYOUT PLAN
RVA

FIGURE II-2





IV. Non-Motorized Element

IV. Non-Motorized Element

Introduction and Inventory

This section deals with non-motorized transportation in Tuolumne County. The primary forms of non-motorized transportation used in Tuolumne County are by bicycle, walking or horseback.

Setting

The number of existing bicycle, pedestrian and equestrian facilities in Tuolumne County is limited. Some sidewalks front businesses in the County's community centers. A designated bicycle path currently fronts the Crossroads Shopping Center in Sonora. Most existing trails are primarily used for recreational purposes such as hiking, equestrian use or mountain biking and have been constructed by private volunteer efforts, within private subdivisions, or on public lands.

This limited provision of non-motorized facilities is due, in part, to funding, but is due also to natural limitations within Tuolumne County. Highly variable topography means steep grades must be overcome by users of non-motorized facilities, while winter snows can limit the benefit of facilities at elevations above 3,000 feet. In response to these constraints, the Non-Motorized Element of the RTP establishes a policy that non-motorized transportation facilities in the County, in order to be effective and to assist in reducing motorized traffic, shall target short distances connecting schools, work centers, large subdivisions, shopping, and life enrichment facilities, including swimming pools, parks, libraries and senior centers. In addition, the Element encourages the provision of Class I and Class II facilities[1] to allow for bicycle and pedestrian safety. Furthermore, roads should be constructed pursuant to the d cross section standards illustrated in the Streets and Highways Element to provide Class III facilities.

The result of this Policy is the RTP Non-Motorized Element's adopted list of fifteen priority bicycle and pedestrian facilities as summarized in the following Table. This list is intended to provide only a tentative priority for each of the listed projects, all project descriptions and identified roadways are subject to modification based on preliminary construction studies and the availability of funding.

1 Class I facilities are those which are completely separated from the motorized traveled way and Class II facilities include widened and striped shoulders adjacent to the motorized traveled way.

Table 1: Priority Bicycle and Pedestrian Facilities

Priority	*Community*	*Miles*	*Roads Involved*	*Project Description*	*Cost*
1.	Sonora	0.6	Mono Way	*Connect the Restano Way and Mono Way intersection with proposed facilities near the Sonora Plaza Shopping Center.* Construct bicycle and pedestrian facilities from the vicinity of the Kentucky Fried Chicken along the highway to connect with proposed facilities terminating at the intersection of Greenley Road and Mono Way.	$808,486
2.	Sonora	2.7±	Hwy. 49, Parrotts Ferry Rd., Sawmill Flat, Old Sonora-Columbia Rd., Columbia Way, Melones Water Line or equivalent routes.	*Connect the City of Sonora to Columbia College.* Provide bicycle facilities from Stewart St. in Sonora at its intersection with Columbia Way, along Columbia Way then onto a short portion of Highway 49 then along Old Sonora-Columbia Road returning to Hwy. 49 to Parrotts Ferry Road to Sawmill Flat Road. From here bicycle and pedestrian facilities to be provided along Sawmill Flat Road to Columbia College.	$379,000
3.	Groveland	.5±	Ferretti Road	*Connect Pine Mountain Lake Subdivision with downtown Groveland.* Provide bicycle and pedestrian facilities from the Pine Mountain Lake Drive entrance along Ferretti Road to Highway 120. A connection from the terminus of the path at Highway 120 to the vicinity of Elder Lane where the existing Tenaya Elementary School facilities begin.	$83,000
4.	Jamestown	.6±	Seco, Sierra, and Eighth Streets, Fifth Ave.	*Connect the Mother Lode West Subdivision to Jamestown Elementary School.* Widen shoulders for bicycles and pedestrians along Seco Street from Jim Brady Road to Sierra Avenue. Continue shoulder widening along Sierra Avenue to Eighth Street, up Eighth Street to Fifth Avenue and along Fifth Avenue to the Jamestown Elementary School located across from Willow Street. An asphalt curb should be provided along Seco Street and along Fifth Avenue for this facility to separate motorized and non-motorized facilities.	$231,000
				Subtotal for Proposition 116 Funded Projects	**$1,308,000**
5.	Willow Springs	.5±	Soulsbyville Road	*Connect the Willow Springs Subdivision and the Sonora Vista Subdivision to Soulsbyville Elementary School.* Construct bicycle and pedestrian facilities along Soulsbyville Road from Mono Vista Road past the Willow Springs Subdivision and to Soulsbyville Elementary School.	$219,000

Priority	*Community*	*Miles*	*Roads Involved*	*Project Description*	*Cost*
6.	Tuolumne	.9±	Tuolumne Rd., Carter, Fir, Pine and Elm Streets.	*Connect the Tuolumne Square Shopping Center and Tuolumne Apartments to Summerville Elementary School.* Provide bicycle and pedestrian facilities across Tuolumne Road's frontage in front of the Tuolumne Square Shopping Center and Apartments then down Carter St. to Fir. Continue facilities from Fir to Pine St. then down Pine St. to Elm and on to Summerville Elementary School. NOTE: Some pedestrian facilities are already available along Carter St. Where possible, bicycle and pedestrian facilities should be made separate along this route.	$227,000
				Subtotal for Transportation Enhancement Activities Funded Projects	**$446,000**
7.	Jamestown	.3±	Willow St., Fifth Ave.	*Connect the Jamestown Elementary School to downtown Jamestown.* Extend proposed bicycle and pedestrian facilities from the facilities proposed on Fifth Avenue ending at the Elementary School along Willow from Fifth Avenue to Main Street.	$182,000
8.	Twain Harte	0	Joaquin Gully, Little Fuller, Tiffeni, Twain Harte Dr.	*Improve intersections along roads connecting major subdivisions near downtown Twain Harte to the Twain Harte Elementary School.* Improve the intersections of Joaquin Gully/Little Fuller and Joaquin Gully/Tiffeni and Twain Harte Dr. by painting or repainting and signing crosswalks to allow safer crossings for bicyclists and pedestrians traveling from this area to both the existing and proposed school.	$219,000
9.	Sonora	1.1±	Greenley Road	*Connect Lyons Street to Mono Way along Greenley Road.* Pedestrian facilities currently exist along most of this route. Bicycle routes should be added where they do not already exist by widening shoulders and striping. Along sections which receive high use from school children, an asphaltic barrier should be constructed between the bicycle lanes and motorized traffic. A traffic signal at the Cabezut/Greenley intersection already exists. Striping at this intersection should be planned to accommodate bicycle and pedestrian crossings.	$473,000
10.	Columbia	.6±	Broadway (Parrotts Ferry)	*Widen shoulders along Broadway (Parrotts Ferry) from Airport Road to the entrance of Columbia State Historic Park* for combined bicycle and pedestrian use.	$436,000

Priority	*Community*	*Miles*	*Roads Involved*	*Project Description*	*Cost*
11.	Tuolumne	.3±	Fir, Main Streets	*Connect proposed facilities (see priority #6) to the park and downtown center.* Continue construction of proposed facilities on Pine St. to Main St. along Fir and Main Streets from Bay to Willow.	$51,000
12.	Groveland	1.0±	Ferretti Rd. from Tioga School to Pine Mountain Lake	*Connect Tioga School with the Leon Rose Ballpark (Flint Ct..), Pine Mountain Lake Subdivision and downtown Groveland.* Widen shoulders for bicycle and pedestrian facilities from the new Tioga School along Ferretti Road to Flint Court and along Ferretti from Flint Court to facilities beginning on Ferretti at its intersection with Pine Mountain Drive.	$358,000
13.	Sonora	1.8±	Racetrack, Snell	*Connect Gibbs Ranch Subdivision, Rancho Sonora Subdivision and Sonora Knolls Subdivision with downtown Sonora and Sonora High School.* Widen shoulders along Snell Street from Washington Street to Racetrack Road. Continue widening along Racetrack to Jamestown Road. Combination bicycle and pedestrian facilities should be provided and an asphaltic curb, at minimum, should separate the non-motorized facility from motorized traffic.	$502,000
14.	Columbia	.5±	Airport Rd., Mormon Creek to Columbia Elementary School (Dondero Trail)	*Provide bicycle and pedestrian facilities from the Columbia Airport to downtown Columbia.* Along Airport Rd., then overland through the Steiner parcel along Mormon Creek to Parrotts Ferry Rd. near Columbia Elementary School and connecting with Parrotts Ferry Road facilities.	$51,000
15.	Sonora/East Sonora	.4±	Mono Way, Hwy 108, Loop Rd.	*Connect Greenley Road to the Junction Shopping Center.* Complete bicycle/pedestrian facilities along Mono Way from Greenley Rd. to Loop Rd. then along Loop Rd. and continue back onto Hwy. 108 to the Junction Shopping Center.	$661,000
				Subtotal for Unfunded Priority Projects	**$2,933,000**
				TOTAL COST FOR PRIORITY PROJECTS	**$4,687,000**

In 1993, the California Transportation Commission (CTC) approved Proposition 116 funds for bicycle/pedestrian facility projects in Sonora, Columbia, Jamestown and Groveland (Priority projects 1-4). In March 1994, the CTC approved discretionary Transportation Enhancement Activities (TEA) Program funds for bicycle/pedestrian trails in Tuolumne and Soulsbyville (Priority projects 5 and 6). These projects represent the highest priority non-motorized projects in the RTP and each is currently under design.

Table 2: Non-Priority Bicycle and Pedestrian Facilities

Community	*Miles*	*Roads Involved*	*Project Description*	*Cost*
a. Columbia	1.0±	Parrotts Ferry Road	*Widen shoulders along Parrotts Ferry Road from Sawmill Flat Road to Airport Road* for bicycle use.	$679,000
b. Columbia	.7±	N402 and overland	*Connect Columbia College to downtown Columbia.* Improve the existing path from Columbia College to downtown Columbia for bicycle and pedestrian use. NOTE: This area is under State and private ownership and negotiations to obtain permission to use the path to avoid conflict with stagecoach and horses should be discussed extensively with the State and private owners to determine the most appropriate design standards and any potential deviations needed along the route.	$329,000
c. Groveland	.6±	Hetch Hetchy RR Grade	*Improve the Hetch Hetchy RR Grade* for bicycle and pedestrian use from Wayside Park to Deer Flat Rd.	$473,000
d. Groveland	.5±	Highway 120	*Construct new and improve existing pedestrian facilities along Hwy. 120 through the central downtown district.* Construct combination bicycle and pedestrian facilities from Wayside Park along Hwy. 120 to connect with the existing route to Tenaya School originating west of Elder Lane.	$304,000
Jamestown	.5±	Ninth/Tenth/Seco St.	*Connect Preston Lane developments to Jamestown Elementary School routes and connect Mother Lode West facilities to downtown Jamestown.* Construct bicycle and pedestrian facilities by widening shoulders along Nineth and Tenth Streets to intersect with facilities proposed on Sierra Ave. Construct bicycle and pedestrian facilities along Seco St. from Sierra Ave. to Main St. along Seco St. NOTE: Priority should be given to the construction of facilities along Tenth and Ninth Streets as multi-family development occurs along Preston Lane.	$174,000
f. Jamestown	.3±	Preston Lane	*Construct bicycle and pedestrian facilities along Preston Lane from the Highway to Seco St.* NOTE: A portion of these facilities have been constructed in conjunction with the Jamestown Terrace Apts.	$113,000
g. Jamestown	.4±	Fifth Ave./Hwy. 108	*Complete bicycle and pedestrian facilities along Fifth Ave. from Willow to State Highway 108.* Continue facilities from the Fifth Ave./Hwy. 108 intersection to Main St. along Hwy. 108.	$194,000
h. Jamestown	.4±	Main St.	*Construct new and improve existing pedestrian facilities along the entire portion of Main St.*	$285,000
I. Jamestown	.2±	Seco/Donovan	*Construct pedestrian facilities along Donovan between Main and Seco.* Construct pedestrian facilities along the west side of Seco St. between Donovan and Main Streets.	$152,000

Community	*Miles*	*Roads Involved*	*Project Description*	*Cost*
j. Jamestown	.3±	Highway 108	*Construct bicycle and pedestrian facilities along the east side of Highway 108.* Connecting both entrances of Main St.	$82,000
k. Jamestown	0	Highway 108 (pedestrian underpass)	*Construct a pedestrian underpass* from Main St. under Hwy. 108.	estimated to be in excess of $1 million
l. Phoenix Lake Basin / Belleview Oaks	.8±	Phoenix Lake Rd. crossing / Sullivan Creek / Belleview Creek / Hidden Valley	*Connect Belleview Oaks Subdivision with Sullivan Creek Elementary School.* Create a bike path along Belleview Creek from Acorn Dr. to Phoenix Lake Rd. as it passes through the Belleview Oaks Subdivision. At Belleview Creek's intersection with Phoenix Lake Road, create a pedestrian/bicycle crossing and/or overpass. At this point, Belleview Creek enters Sullivan Creek. Continue the pedestrian/bicycle path along the southern side of Sullivan Creek (a road grade exists) to Hidden Valley Drive and to the Sullivan Creek Elementary School.	$969,000
m. Phoenix Lake Basin / Crystal Falls	1.7±	Sullivan Creek / Hidden Valley Road	*Create a bicycle/pedestrian path along Sullivan Creek* from its intersection with Crystal Falls Dr. (near Crystal Falls Crt.) to the bridge across Sullivan Creek on Hidden Valley Rd. Continue the facility from this bridge to the Sullivan Creek School along the east side of Hidden Valley Road. NOTE: If right-of-way acquisition estimates prove too costly for this route, the route should be relocated to the shoulders of Crystal Falls Drive to Crestview to Creekside to service resident of Crystal Falls traveling to Sullivan Creek School.	$606,000
n. Sonora	.7±	Woods Creek Dr. / Bonanza	*Provide striping for bicycle and pedestrian facilities from Stockton Road's intersection with Woods Creek Drive, across Woods Creek and onto Bonanza Rd.* This route should continue along Bonanza to its intersection with proposed facilities at Snell.	$680,000
o. Sonora	.8±	Sunrise Hills / Cabezut Extension	*Connect Greenley Basin with downtown Sonora.* Bicycle/pedestrian facilities shall be constructed along the interior roadways, including the Cabezut extension, through the Sunrise Hills subdivision by the developer. A preferred route from the terminus of the Cabezut extension's intersection with Barretta should be constructed to connect Barretta with, preferably, Stewart St. The preferred route for this addition is to connect Barretta with Shepherd and then to Stewart along Theall.	majority to be constructed as part of Sunrise Hills Project
p. Sonora	.5±	Stockton Road (Hwy. 49)	*Widen shoulders along Stockton Rd./Hwy. 49* from the entrance to the Fairgrounds to Washington St.	$217,000

Community	*Miles*	*Roads Involved*	*Project Description*	*Cost*
Sonora	.8±	Shaw's Flat Rd. / School St.	*Connect Banner/Elk Dr. subdivisions with downtown Sonora and Sonora High School.* Provide bicycle and pedestrian facilities from the Banner/Elk Drive intersection with Shaw's Flat Road and along Shaw's Flat to School St. and intersecting with facilities on Bonanza and Snell. Shoulders should be widened and facilities should use an asphaltic curb to separate heavy traffic areas from non-motorized facilities.	$377,000
r. Twain Harte	.6±	Joaquin Gully / Manzanita / Tiffeni	*Widen shoulders along Joaquin Gully* and proceed with bicycle and pedestrian facilities along Manzanita through to the existing Twain Harte Elementary School (an improved crossing over Twain Harte Drive should be in place from a previously proposed project on this list). From the school, create facilities behind the baseball field and on to Tiffeni Dr. Continue facilities along Tiffeni Dr. from the baseball field to Twain Harte Dr. Continue facilities along Twain Harte Drive's frontage into the new Twain Harte Elementary School. Separate bicycle and pedestrian facilities should be provided along Twain Harte Dr. from Tiffeni Dr. and along the frontage of the new school.	$349,000
s. Twain Harte	.7±	Fuller Rd. / Joaquin Gully / Cedar	*Widen shoulders along Fuller Rd. from Mark Twain Rd.*, across Joaquin Gully and down Cedar to the Twain Harte Elementary School for bicycle and pedestrian use.	$423,000
t. Twain Harte	.5±	Sugar Pine RR Grade / East Ave. / Tiffeni Dr.	*Improve the Sugar Pine Railroad Grade* from the intersection of Cedar Pines/East Avenue to the Twain Harte Shopping Center for bicycle and pedestrian use. Along this stretch, facilities should be provided to allow easy access on and off the grade at East Ave., Tiffeni Dr. and on Huron.	A large portion is being constructed by the applicant for Black Oak Estates
u. Intercommunity Racetrack to proposed Columbia School	1.0±	Jamestown Road	*Widen shoulders along Jamestown Rd.* to provide bicycle and pedestrian facilities along Jamestown Rd. from proposed facilities on Racetrack Rd. south to the proposed Columbia Elementary School. NOTE: An asphalt barrier should be erected between motorized and non-motorized traffic along this route. If the school abandons plans to construct at this site, the route remains a recreational bicycle route.	$42,000
v. Intercommunity Proposed Columbia School to Jamestown	1.4±	Jamestown Road	*Widen shoulders from the proposed Columbia School along Jamestown Rd.* south to that road's intersection with proposed facilities along Woods Creek connecting Jamestown and Sonora. NOTE: If the school abandons plans to construct at this site, the route remains a recreational bicycle route.	$515,000

Community	*Miles*	*Roads Involved*	*Project Description*	*Cost*
Intercommunity Connect Sonora and Jamestown via Woods Creek	3.7±	Woods Creek	*Connect Jamestown to Sonora via Woods Creek.* Construct a bicycle and pedestrian facility from Jamestown to Sonora along Woods Creek. At the west end of the Sonora Bypass, two alternatives exist: a) Continue along Hwy. 49 into Sonora or, b) Continue along Woods Creek to the sewer ponds then to Southgate Rd. and on to Stockton Street.	$1,752,000
x. Pinecrest	1.5±		Construct network of Class I bicycle and pedestrian trails in Pinecrest basin.	$214,325
			TOTAL ESTIMATED COST FOR NON-PRIORITY PROJECTS	**$9,929,325**

Future Conditions

In addition to funding constraints, natural limitations of topography and weather will continue to limit the extension of non-motorized facilities throughout the County. To address both economic and natural constraints, non-motorized facilities in Tuolumne County will continue to be planned over short distances linking major population centers in existing communities with high use facilities such as schools, work centers, large subdivisions, shopping and life enrichment facilities including swimming pools, parks, libraries and senior centers. Since the Draft 1996 General Plan Update emphasizes accommodating new growth through infill in, and new development immediately adjacent to, existing communities and population centers, it is anticipated that new non-motorized facilities can be provided through the extension of already proposed priority projects to newly developing areas. Also, construction of ultimate road cross sections by new development will expand the non-motorized circulation system. The General Plan Update encourages new development to contribute to these needed expansions of non-motorized facilities.

Per the Draft 1996 General Plan Update, a new community is proposed in the Lime Kiln area. No proposed non-motorized transportation facilities are planned in the Lime Kiln area at present, however the Draft General Plan Update requires new communities to be master-planned and for new community plans to include bicycle and pedestrian routes. Additional funding for and the locations of new bicycle and pedestrian facilities, therefore, will be proposed in conjunction with the Lime Kiln Community Plan. It is anticipated that potential non-motorized facilities under the Lime Kiln community plan might include a linkage between Sonora and the Lime Kiln area and/or Jamestown and the Lime Kiln area. Alternatively, or in addition, non-motorized facilities within the Lime Kiln community linking residential and commercial areas could assist in reducing traffic volumes during peak hours within the area.

The Regional Transportation Plan designates that a 2% set aside of Local Transportation Fund (LTF) dollars shall go towards the bicycle and pedestrian facilities designated in the RTP. Some of the priority planned routes could realistically be built with currently available funds, however, additional funding is needed if enough of these routes are to be built to significantly reduce impacts on road circulation. It is anticipated that the continued use of volunteer aid from local civic groups, state and federal grants, and partnerships with local schools will be required to successfully construct the highest priority non-motorized facilities for the County.

B. ***Issues***

Funding. In 1986, the lack of funding was identified as the primary deterrent to constructing bicycle and pedestrian facilities. The 1986 RTP recognized, in a plan where the existing budget was zero, $5.9 million dollars in bicycle/pedestrian projects had been proposed to compete with road projects which "carry a higher priority for funding." The 1986 summary concluded that given the wide difference between project cost and revenue estimates, a more extensive revision of the project list was needed. The current plan focuses on shorter, less expensive routes. While this means that some of the routes listed could realistically be built with currently available funds, additional funding is desperately needed if enough of these routes are to be built to significantly reduce impacts on road circulation. Therefore, it shall be the policy of the RTP to encourage volunteer aid from local civic groups to construct identified facilities while actively pursuing additional funding sources for construction of bicycle and pedestrian routes.

2. ***Factors to be considered in locating and designing facilities:*** Certain factors have been identified as important in bicycle and pedestrian plans for areas as having a great influence over whether a facility will be used once built. These factors should be considered when designing facilities along identified routes:

A. *Safety/Design Considerations*. Inadequate shoulders are often cited as danger zones. High traffic use and "speed zones" are commonly avoided by bike riders. While many proposed routes avoid high traffic areas, some are essential in areas of high traffic use. It is recommended that roads be constructed pursuant to the cross sections illustrated in the Streets and Highways Element to provide safe shoulders. In high use areas, Class I facilities should be constructed when funding is available.

B. *Topography*. Many cyclists avoid routes that are more than moderately steep for long distances. While moderately steep routes might be used, the flattest routes are most likely to be used for purposes of transportation.

C. *Distance/Lack of time*. Some bike riders and walkers do not ride or walk to work or school simply because the distance is too long and it takes too much time to reach their destination. Shorter routes, especially those under two miles that connect high concentration population areas to work, school or shopping centers, are likely to receive greater use.

D. *Weather*. The use of existing routes is greatly influenced by weather, especially at elevations greater than 3,000 feet where snow is a factor. Bicycle and pedestrian facilities in those areas are likely to be utilized less in winter months and should not be expected to receive year-round use. When such facilities are constructed, they should be designed along roadways where snow removal operations on the roadway can be used to concurrently clear snow from bicycle and pedestrian facilities to increase the availability of the routes during the winter.

E. *Practicality*. While those traveling to work or school find bike riding and walking enjoyable and a stress release, those using bikes or walking for shopping often found it impractical. A trip from Greenley Road to the Junction on foot or bike to shop is fine when purchasing a small, light-weight object, but balancing three full sacks of groceries can prove both impractical and dangerous. Shopping trips without a car are most successful over short distances to neighborhood stores. Routes connecting shopping centers with *nearby* population centers should be given priority over routes connecting population centers with shopping greater than a mile or two away.

3. ***Support facilities.*** Once shoulders are striped, bike paths are constructed and walkways are in, the job does not stop. Bike lockers, adequate signing of bike routes, bike route maps, showers in County buildings to allow clean-up and changing from bike rides before work and bike rental shops are just a few of the identified support facilities needed. Adequate lighting and security lockers is a primary requirement. To encourage bicycle use, public transit buses have been equipped with bike racks.

   A 1990 Survey showed these racks, lockers and associated facilities would be used most at shopping centers, schools, medical centers, ball parks, downtown parks, public buildings, libraries, fairgrounds, movie theaters, along railroad grades, banks and near courthouses, to name a few.

4. ***Promoting Non-Motorized Transportation/Educating the Public.*** The "Tuolumne County Bicycle and Pedestrian Facilities Project List" should not begin and end with construction of bicycle and pedestrian facilities. Educating the public as to the existence of those facilities should be a primary goal of the TCCAPC.

5. ***Bicycle and Pedestrian Facilities Construction Standards.*** Policies outlined in the "Future Actions" portion of this study indicate when and where facilities will be located. The following section provides guidelines for the construction of those facilities.

   Bicycle Facilities: There are three basic classes of bicycle facilities. This plan emphasizes the use of Class I and Class II facilities pursuant to applicable standards.

   Bike Path/Class I: Facilities *completely* separated from motorized traffic in a right- of-way designated for use by bicycles. These facilities could be located along railroad corridors or be parallel to, but separated from, existing roadways.

   These facilities are generally higher in cost, and require more maintenance, but provide a greater peace of mind from a safety standpoint and receive correspondingly greater use. Very limited maintenance funding is an impediment to construction of Class I facilities.

   Bike Lane/Class II: A restricted right-of-way designated for exclusive or semi-exclusive use of bicycles--usually located on the shoulder of an existing roadway or utilizing a sidewalk. In general, these facilities are constructed as striped shoulders of the roadway and are therefore easier to maintain.

   Class III: A shared right-of-way designated by signs marking a route. Typically bikes and cars using the **same** lanes **without specially marked shoulders** for bicycles. These facilities require only minor improvements including signs along preferred routes. This type of facility is generally not heavily used.

   It is recommended that bicycle path construction standards conform to the Caltrans Highway Design Manual. In general, these standards require five feet of paved area for each travel direction and from one to two feet of shoulder area. **Table 3** illustrates construction guidelines from the Highway Design Manual. These standards should be used as a guide to be refined for specific projects. All cost estimates for proposed facilities are based upon these design standards. However, actual construction should allow for design exceptions when necessary to avoid environmental impacts or to retain rural character. Specific

design considerations should include, but are not limited to, minor narrowing of facility width to avoid trees or to allow meandering facilities more appropriate to the County's rural character.

Pedestrian Facilities: Pedestrian facilities are required in the following urban zoning districts unless the development is isolated or located in a more rural area: R-1/R-2/R-3/C-1, C-2, C-O, C-K, M-1, M-2, P (when adjacent to a school). A minimum of four foot wide striped shoulders should be required in RE-1 and RE-2 zoning districts within the project site to accommodate pedestrian travel. Pedestrian facilities are not required in RE-1 or RE-2 zoning districts if the average lot size in the development is greater than two acres.

Sidewalk/Pedestrian Shoulder Construction Standards: Sidewalks or pedestrian shoulders should be constructed as follows:

* Sidewalks should be concrete, unless otherwise specified.

* Sidewalks shall not be allowed above 3,000 feet above sea level unless specific provisions for snow removal are included in submitted plans.

* Sidewalks should be a *minimum* of 4' wide in residential areas. Sidewalks should be a *minimum* of 5' wide with additional area for curb and gutter for commercial and industrial developments or for schools where pedestrian traffic volumes are greatest.

* Construction standards should be flexible when needed to preserve rural character or to preserve individual trees or visual quality. To preserve aesthetics, sidewalks should meander within the public rights-of-way if sufficient rights-of-way are available. For aesthetics, an additional four-foot strip may be reserved between the walk and the curb for landscaping. Said landscaping should be maintained by the project proponent or adjacent resident unless other arrangements are made.

* Walkways in RE-1 and RE-2 districts shall include a minimum 4 foot wide paved shoulder.

* Sidewalks along State Highways should conform to Caltrans standards.

C. *Objective and Policies*

Objective

To encourage the use of alternative means of transportation by providing safe bicycle and pedestrian facilities between high use areas thereby reducing road congestion which improves circulation, health and air quality within the County.

Policies

1. Actively investigate and support the development of alternative funding sources for bicycle and pedestrian facilities.

2. Construct bicycle and pedestrian facilities as soon as possible when funds become available.

3. The needs of pedestrians, bicyclists and individuals with disabilities shall be given special attention in the project design review process.

D. *Past Plan Accomplishments*

1. Per the 1985/86 Official Work Program, TCCAPC staff updated information on bicycle and pedestrian facility need throughout the County.

2. The City of Sonora has addressed pedestrian facility needs in community improvement grants and in requirements for new development, particularly in the Greenley Road area.

3. The TCCAPC began allocating two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects in 1987.

4. County Staff has required the construction of sidewalks for development in the Cabezut basin and fronting the Sonora Hills development. County Staff has also required an off-site walkway for the Mi-Wuk Pines Estates Subdivision.

5. The Jamestown Area Planning Commission has adopted, as part of the Jamestown Area Plan, a bicycle and pedestrian plan for the Jamestown Area. The plan includes construction of a trail along Woods Creek from Jamestown to Sonora. Development along Woods Creek has already been required to construct a portion of this trail.

In October 1993, the California Transportation Commission approved Proposition 116 funds for bicycle/pedestrian paths in Sonora, Columbia, Jamestown and Groveland.

7. In March of 1994, the California Transportation Commission approved discretionary ISTEA Transportation Enhancement Activities funds for bicycle/pedestrian projects in Tuolumne City and the Soulsbyville area.

E. *Future Actions*

The TCCAPC should encourage the County and City to:

1. Give consideration to designing bicycle and pedestrian transportation routes which can be integrated with the recreational routes.

2. Work with parents, schools and educators in designing bike lanes utilized by school children. Educate parents, school children and educators as to the availability of these routes and rules for safety on the routes. New schools should be encouraged to identify preferred bicycle and pedestrian routes to the school from nearby population centers.

3. When appropriate, require new commercial, high density residential and recreational development to provide and maintain bicycle storage facilities at various locations throughout the developments.

Construct Class I and Class II bicycle facilities such as widened and striped shoulders or completely separate facilities. In high traffic/high speed motorized transportation areas which receive high use by school children, require the construction, where feasible, of barriers between motorized and non-motorized traffic.

Such barriers can include, but are not limited to, construction of an asphalt curb or bump between motorized and non-motorized traffic ways.

5. Support private efforts to construct bicycle and pedestrian facilities between high use areas.

6. Require all new community plans to include, as part of the Transportation Element, bicycle and pedestrian routes plan.

7. When appropriate, require new development to contribute to or construct bicycle and pedestrian facilities. New development occurring within a two mile radius of a school, shopping center, life enrichment facility or work concentration area and located along a major or minor collector or arterial shall be targeted for providing bicycle and pedestrian facilities within the new development. Such developments shall set aside sufficient room along the project frontage to accommodate bicycle and pedestrian facilities.

8. Require, where appropriate, dedication of right-of-way for and/or construction of bicycle and pedestrian facilities along routes identified in the priority and non-priority lists contained in Tables 1 and 2 of this plan.

9. Require, where appropriate, development in the following zoning districts to construct sidewalks when said development is located within an urbanized area or school: R-1, R-2, R-3, C-1, C-2, C-O, C-K, M-1, M-2, P.

10. Require, where appropriate, development in the following zoning districts to provide and stripe minimum four-foot wide shoulders to accommodate pedestrians: RE-1, RE-2 unless average lot sizes are greater than two acres.

11. Require, where appropriate, new schools, commercial or industrial development in urbanized areas to provide sidewalks along roads fronting such development.

12. The City of Sonora, Caltrans and the County of Tuolumne should improve existing arterial and collector roads to accommodate bicycle and pedestrian uses when constructing improvements or conducting maintenance on such roads. Particular emphasis shall be given to those roads which have been identified as part of the Tuolumne County Bicycle and Pedestrian Facilities Project List (Tables 1 and 2).

13. Continue to set aside two percent (2%) of all new apportionments of Local Transportation Fund (LTF) dollars to fund bicycle and pedestrian facility projects identified in the advisory list.

14. Adopt as its goal the construction of some bicycle and new pedestrian facilities within the County prior to 1998.

15. During future transportation fee revisions, evaluate the need to anticipate fees for bicycle and pedestrian facility construction.

16. Investigate increasing the amount of LTF funds set aside for construction of bicycle and pedestrian facilities.

17. When appropriate, new development, such as commercial high density residential and recreation facilities, should provide and maintain bicycle storage facilities.

18. Ensure that all new arterial and collector roads can accommodate bicycle and pedestrian facilities.

19. Continue to pursue the utilization of abandoned ditch, road, rail and other types of right of ways for future pedestrian and bicycle use.

20. Continue to explore new funding sources for construction and maintenance of bicycle and pedestrian facilities.

21. Investigate and actively pursue funding available through the Intermodal Surface Transportation Efficiency Act of 1991 (H.R. 2950). Known as the Surface Transportation Program (STP) or ISTEA "ICETEA", the measure authorizes $151 billion for a variety of transportation assistance programs over the next six years. Under the legislation, the State must spend no less than 10% of their STP funds on "transportation enhancement activities" including facilities for pedestrians and bicycles.

22. Identify new funding sources for maintenance of nonmotorized facilities.

F. *Financial Analysis*

I. ***Potential Funding Sources***: The purpose of this section is to discuss the variety of funding sources for construction of bicycle and pedestrian facilities.

a. *Local Transportation Funds (LTF)*: Sections 99233.3 and 99400(a) of the Public Utilities Code allows LTF dollars to be used to fund bicycle and pedestrian facility projects. Section 99233.3 also establishes a commonly applied rationale for setting aside two percent (2%) of all new apportionments of LTF for such use. The TCCAPC currently sets aside 2% of all new apportionments of LTF dollars for bicycle and pedestrian facility improvements. The TCCAPC has approved claims for individual pedestrian facility improvements when requested to do so by the City of Sonora. LTF dollars were to be used originally as seed money or local match against State Bike Lane Account (BLA) or (State Transportation Improvement Program) STIP funds, however, LTF dollars have, to date provided the only source of funds for construction of bicycle and pedestrian facilities and may continue to do so in the future.

LTF dollars have accrued at an average rate of $15-20,000/ year.

b. *Proposition 116*: This new funding source was passed in June of 1990 and will expire in the year 2000. The fund provides money for construction of bicycle facilities aimed at filling transportation needs. The TCCAPC has allocated $1,308,000 in Proposition 116 funds to projects identified in Table I.

c. *State Bike Lane Account (BLA)*: The BLA provides an extremely limited amount of dollars for the construction of new bicycle facilities. The money is allocated on a statewide competitive basis and the competition is fierce. This Caltrans administered program requires a minimum 10% local match. In 1990, *only ten projects statewide were funded from this account*, mainly to provide alternative transportation routes to such destinations as schools, parks, libraries. Neither the City of Sonora nor the County of Tuolumne have ever utilized this fund due to the high cost of preparing grant applications and low probability of receiving funds. Caltrans annually informs the Tuolumne County Department of Transportation of fund availability.

d. *State Highway Fund*: This fund provides a limited amount of money for the construction of new bicycle facilities located on or near State highways. These funds are governed by priorities established in the STIP program. (See the discussion of State Highway Fund in the Streets and Highways Element of this Plan for more information on the State Highway Fund and STIP process)

e. *Caltrans Minor Program*: This program, administered by Caltrans, District 10, does not provide for construction of non-motorized transportation facilities. It provides funds for maintenance of minor facilities necessary to insure safety or operational success. This source should be kept in mind for maintenance of facilities, once built.

f. *The Intermodal Surface Transportation Efficiency Act of 1991 (H.R. 2950)* authorizes $151 billion for a variety of transportation assistance programs over the next six years. Under the legislation, the State must spend no less than 10% of their STP funds on "Transportation Enhancement Activities" (TEA) including facilities for pedestrians and bicycles. Under the TEA program the County has successfully competed for funding for a six year period which began in 1992.

g. *Other*: Private sector contributions (community group donations, right of way donations, etc.) may be available in the future, however such sources are unreliable. In the past, the Lions Club worked with the Groveland Community Services District to create a trail from the Pine Mountain Lake Subdivision to the Hetch Hetchy Railroad Grade and up to the ball park. Volunteer efforts such as these should be enthusiastically endorsed by the County/City and TCCAPC.

h. Although not specifically designated for bicycle/pedestrian project, Regional Surface Transportation Exchange funds may be used for this type of project.

In summary, competition for construction funds for nonmotorized facilities is fierce and the location and design of the facility governs what funds can or cannot be used. Therefore, where possible, routes should be designed and located to increase the potential for success in obtaining funding. It should also be noted that, while the majority of funding is through State and Federal programs, meeting State and Federal construction standards is very time consuming and expensive. With that in mind, the following recommendations, incorporated in the "Future Actions" portion of this plan, can be made:

1. The continued allocation of 2% of LTF funds is essential if the nonmotorized element of this Plan is to become a reality. It is recommended that LTF funds not be used solely as matching funds, but as a source of providing 100% funding for those smaller project deemed most necessary in the Plan or for providing maintenance for facilities once constructed.

2. Private sector contributions should be strongly encouraged by the County.

3. Since the Proposition 116 grant program and ISTEA Transportation Enhancement Activities program are nearly complete, significant reductions in bicycle/pedestrian path funding is expected. After Fiscal Year 1997/98 no significant funding source is available.

II. *Estimated Revenues*

As illustrated above, it is difficult to predict what, if any income could be available from many programs. In the short term, it appears that only three funding sources can be relied upon to produce income for construction of non-motorized facilities: The 2% LTF set-aside, Proposition 116 dollars and discretionary ISTEA Funds.

In October 1993, the TCCAPC allocated $89,200 of ISTEA Regional Surface Transportation Funds as a local match for two TEA bicycle/pedestrian projects. NOTE: Variable LTF set-aside funds are computed at an average of $15,000/yr. Though actual accrual varies from $10,000 to $20,000, discretionary ISTEA funds are estimated to average about $193,000 per year.

III. *Estimated Project Expenditures*

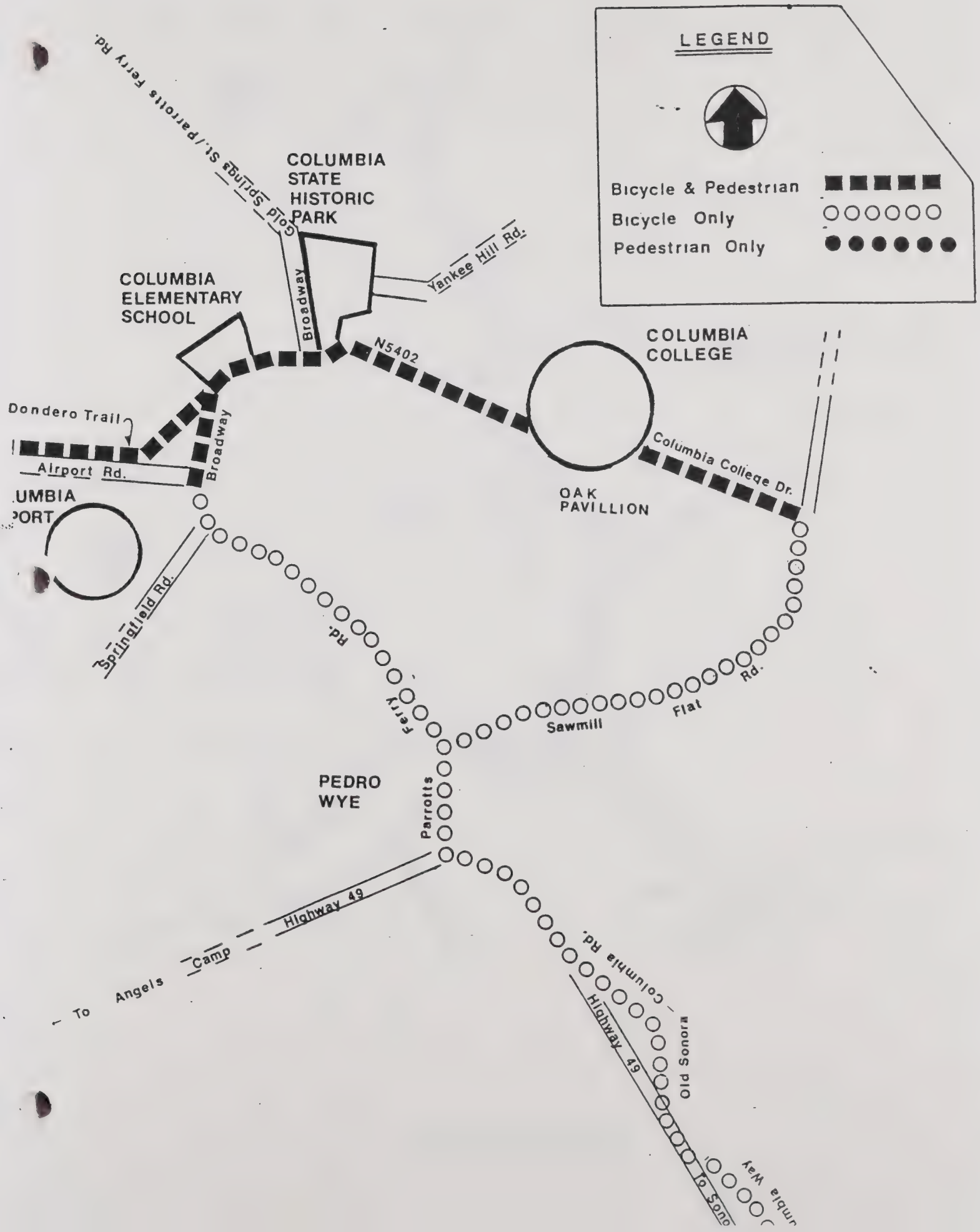
Fiscal Year	*2% LTF funds***	*RSTP Exchange funds*	*Proposition 116 funds*	*TEA funds*	*Totals*
1992/1993	$0	$0	$0	$0	**$0**
1993/1994	$0	$0	$0	$0	**$0**
1994/1995	$19	$0	$0	$0	**$19**
1995/1996	$54,995	$0	$0	$0	**$54,995**
1996/1997	$29,392	$89,200	$617,000	$0	**$735,592**
1997/1998	*	$0	$701,672	$260,824	**$962,496**
1998/1999	*	$0	$0	$0	**$0**
1999/2000	*	$0	$0	$0	**$0**
2000/2001	*	$0	$0	$0	**$0**
2001/2002	*	$0	$0	$0	**$0**
2002/2003	*	$0	$0	$0	**$0**
Totals	**$84,406**	**$89,200**	**$1,318,672**	**$260,824**	**$1,753,102**

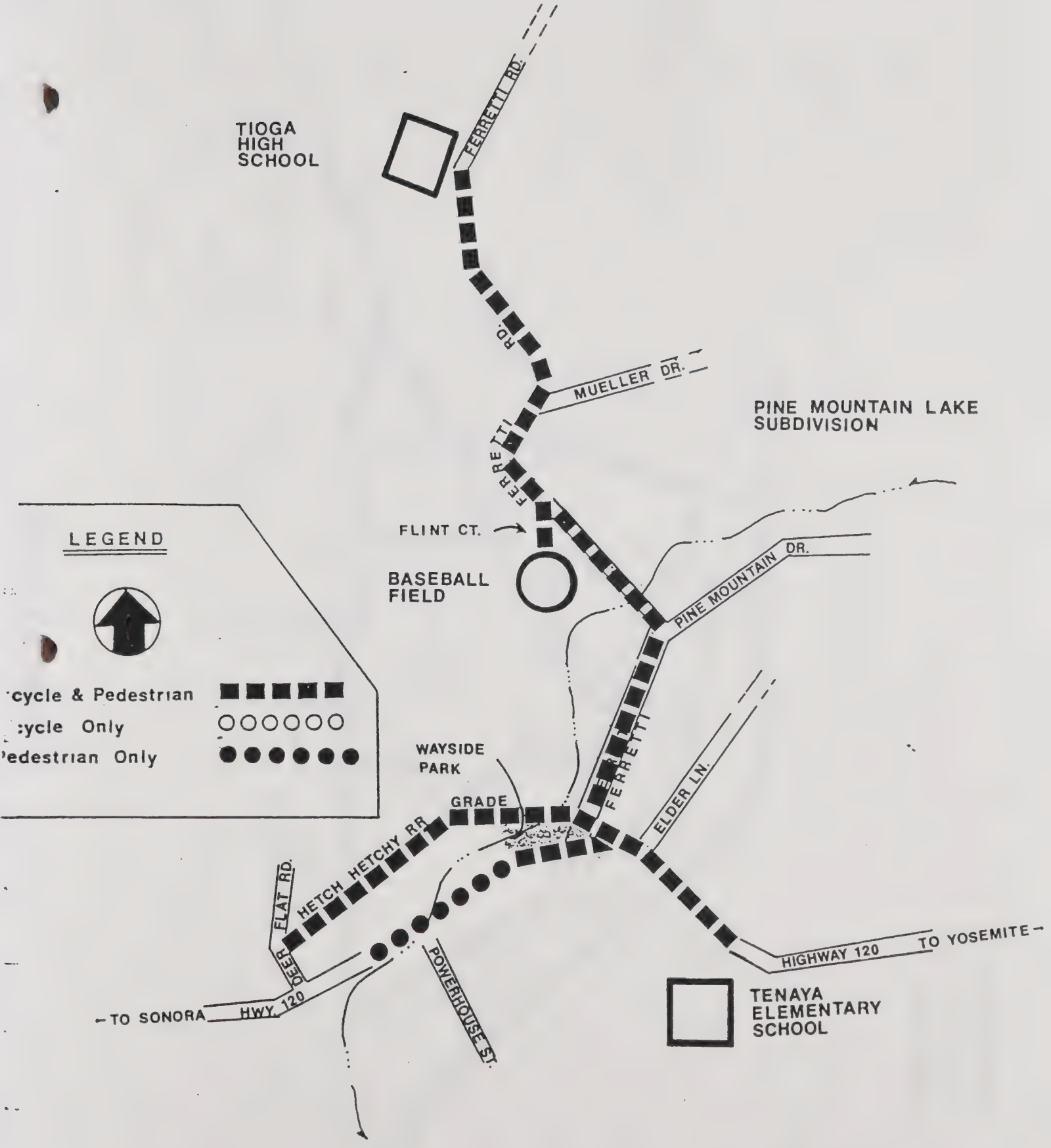
* Funds to be spent in these periods are likely to include LTF set-aside funds for maintenance of facilities constructed through Fiscal Year 1996/97.

** It is anticipated that a balance may remain from LTF funds after maintenance of existing facilities. It is anticipated that this balance will be insufficient to construct new facilities unless an alternative source for maintenance funding is identified.

In summary, once Proposition 116 funds, LTF set-aside funds and ISTEA funds are exhausted, significant funding appears to be very unlikely.

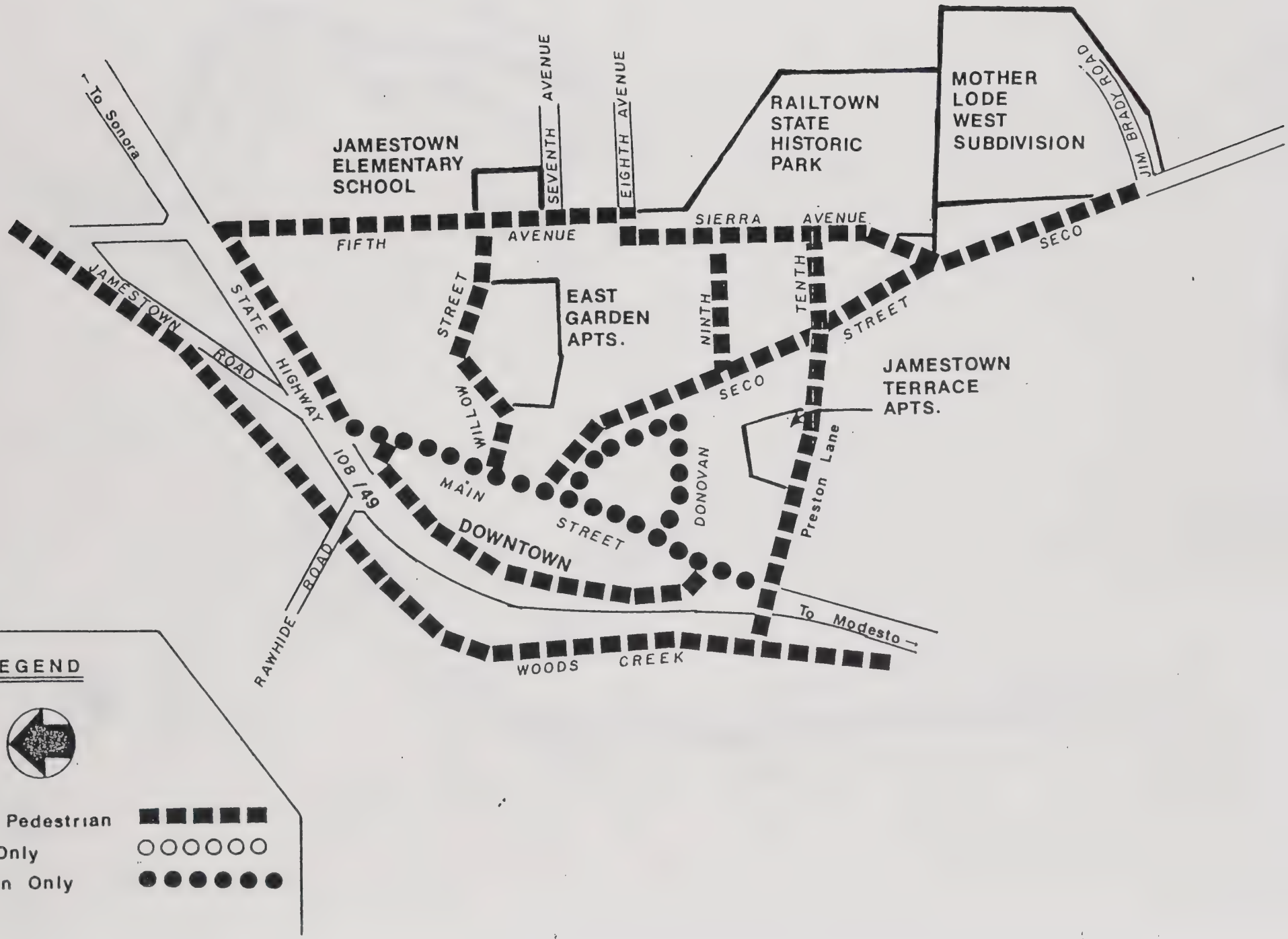
COLUMBIA


LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only
COLUMBIA STATE HISTORIC PARK
Gold Springs St./Parrotts Ferry Rd.
Broadway
Yankee Hill Rd.
COLUMBIA ELEMENTARY SCHOOL
N5402
COLUMBIA COLLEGE
Columbia College Dr.
Dondero Trail
Airport Rd.
Broadway
OAK PAVILLION
Springfield Rd.
Ferry Rd.
Sawmill Flat Rd.
PEDRO WYE
Parrotts
Highway 49
To Angels Camp
Columbia Rd.
Highway 49
Old Sonora


TIOGA HIGH SCHOOL
FERRETTI RD.
MUELLER DR.
PINE MOUNTAIN LAKE SUBDIVISION
FERRETTI
FLINT CT.
BASEBALL FIELD
PINE MOUNTAIN DR.
LEGEND
cycle & Pedestrian
cycle Only
Pedestrian Only
WAYSIDE PARK
GRADE
FERRETTI
ELDER LN.
HETCH HETCHY RR
DEER FLAT RD.
HIGHWAY 120 TO YOSEMITE
TO SONORA HWY. 120
POWERHOUSE ST.
TENAYA ELEMENTARY SCHOOL

GROVELAND

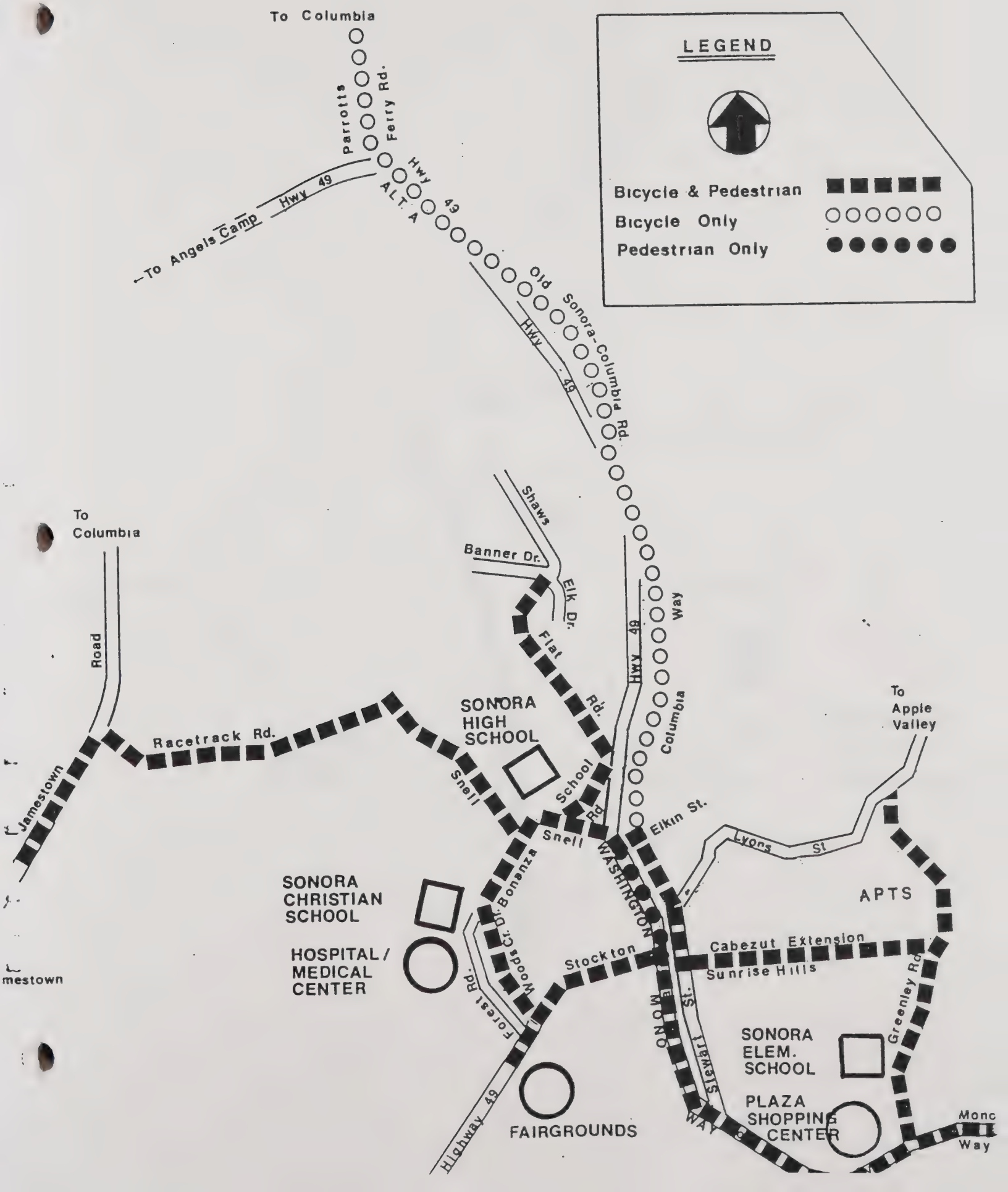
JAMESTOWN


To Sonora
JAMESTOWN ELEMENTARY SCHOOL
SEVENTH AVENUE
EIGHTH AVENUE
RAILTOWN STATE HISTORIC PARK
MOTHER LODE WEST SUBDIVISION
JIM BRADY ROAD
FIFTH AVENUE
SIERRA AVENUE
SECO
JAMESTOWN ROAD
STATE HIGHWAY 108 / 49
STREET
EAST GARDEN APTS.
NINTH
TENTH
STREET
JAMESTOWN TERRACE APTS.
SECO
WILLOW
MAIN
STREET
DONOVAN
Preston Lane
DOWNTOWN
RAWHIDE ROAD
To Modesto
WOODS CREEK
LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only

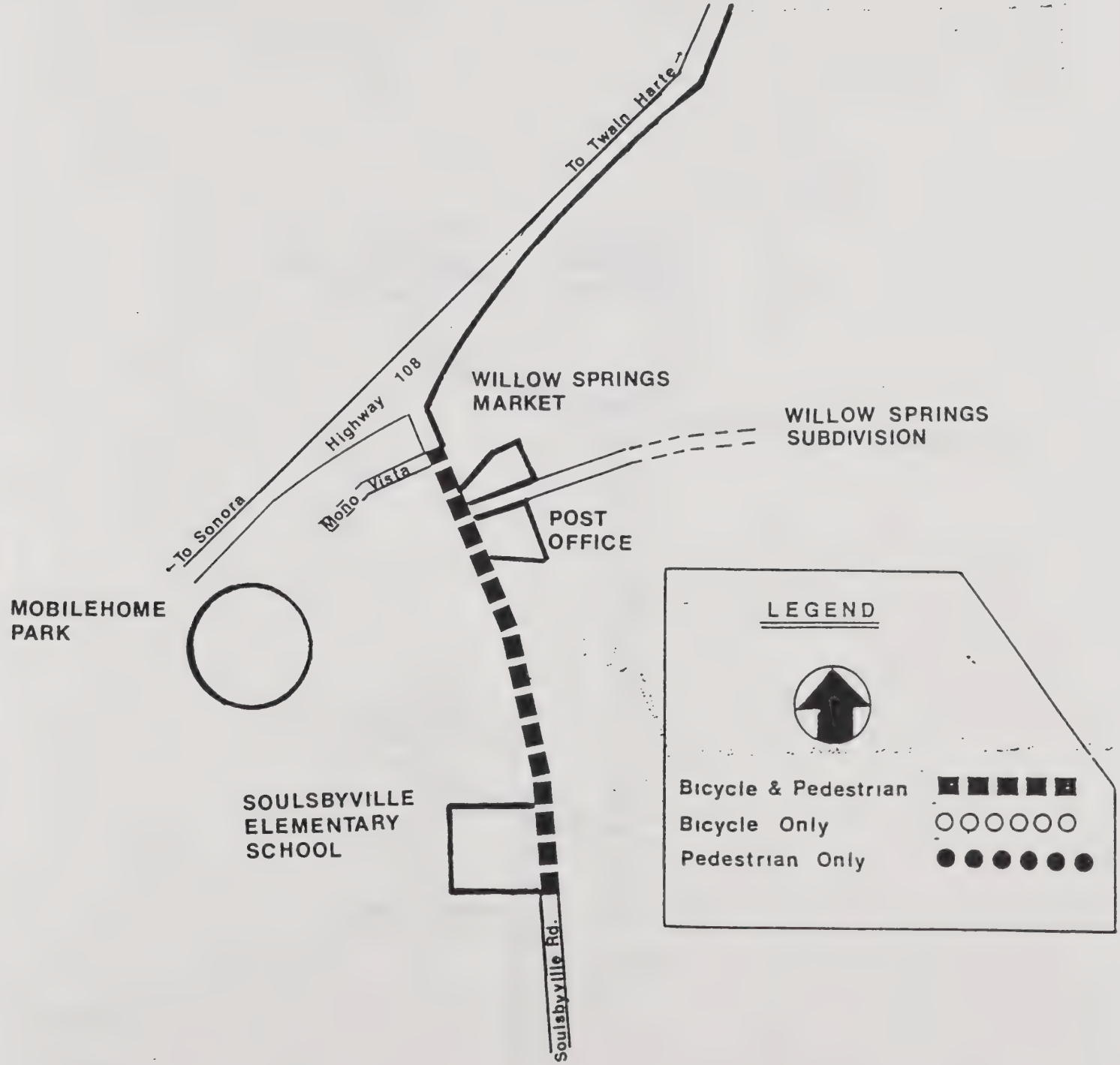
PHOENIX LAKE



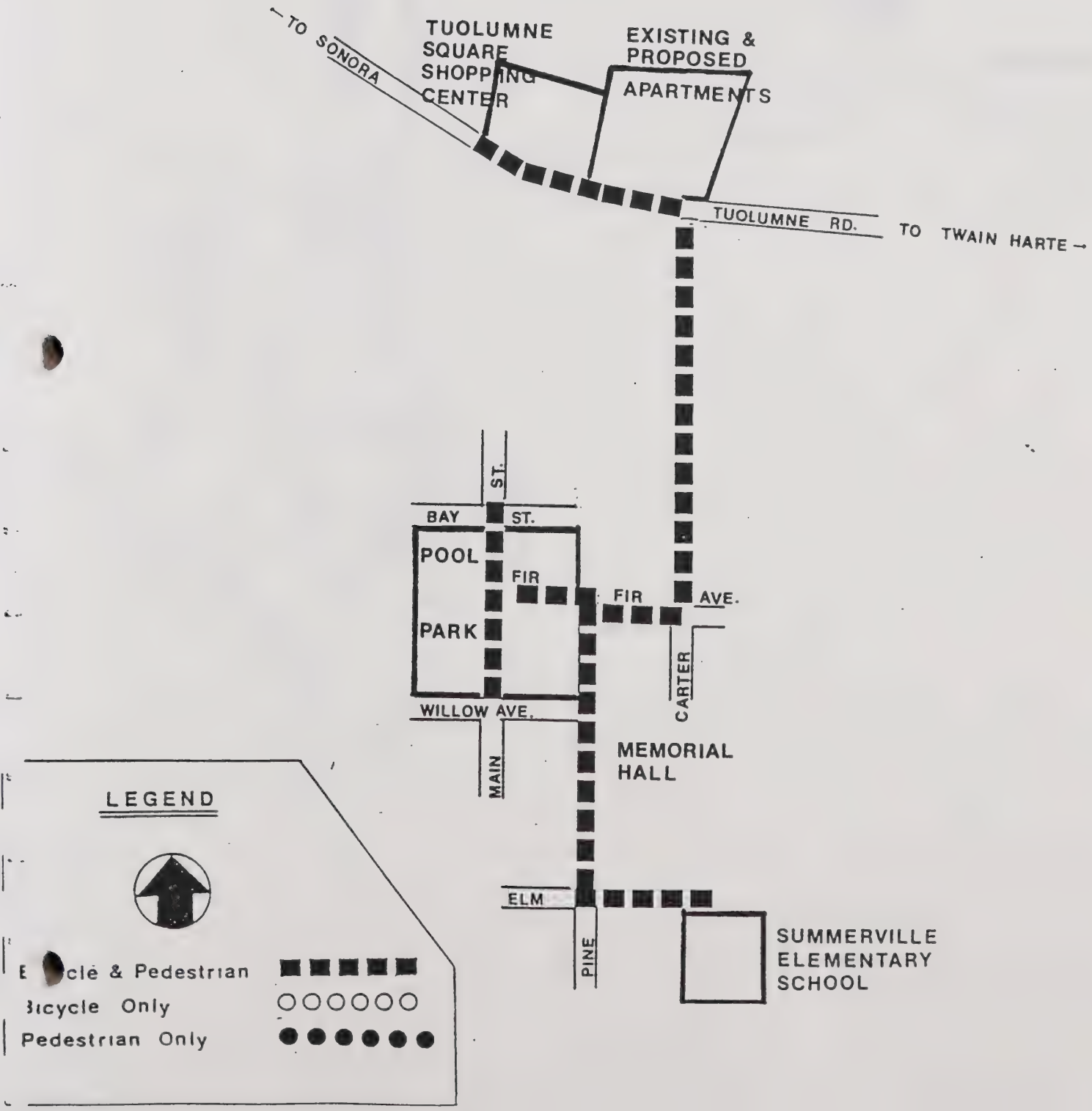
SONORA


To Columbia
Parrotts Ferry Rd.
Hwy 49
ALT A
To Angels Camp
Hwy 49
Old Sonora-Columbia Rd.
Hwy 49
LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only
To Columbia
Road
Shaws
Banner Dr.
Elk Dr.
Flat Rd.
Hwy 49
Columbia Way
Racetrack Rd.
SONORA HIGH SCHOOL
Snell
School Rd
Elkin St.
To Apple Valley
Lyons St
Jamestown
Snell
Bonanza
WASHINGTON
APTS
SONORA CHRISTIAN SCHOOL
HOSPITAL / MEDICAL CENTER
Woods Cr.
Stockton
Cabezut Extension
Sunrise Hills
Forest Rd.
MONO
St.
Stewart
Greenley Rd.
SONORA ELEM. SCHOOL
PLAZA SHOPPING CENTER
Highway 49
FAIRGROUNDS
Monc
Way

SOULSBYVILLE

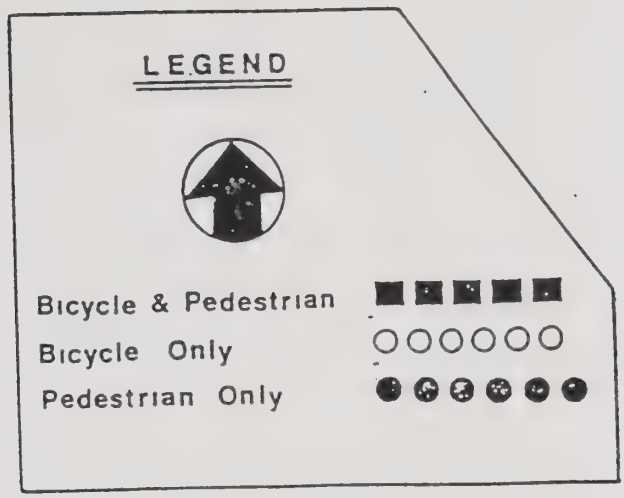


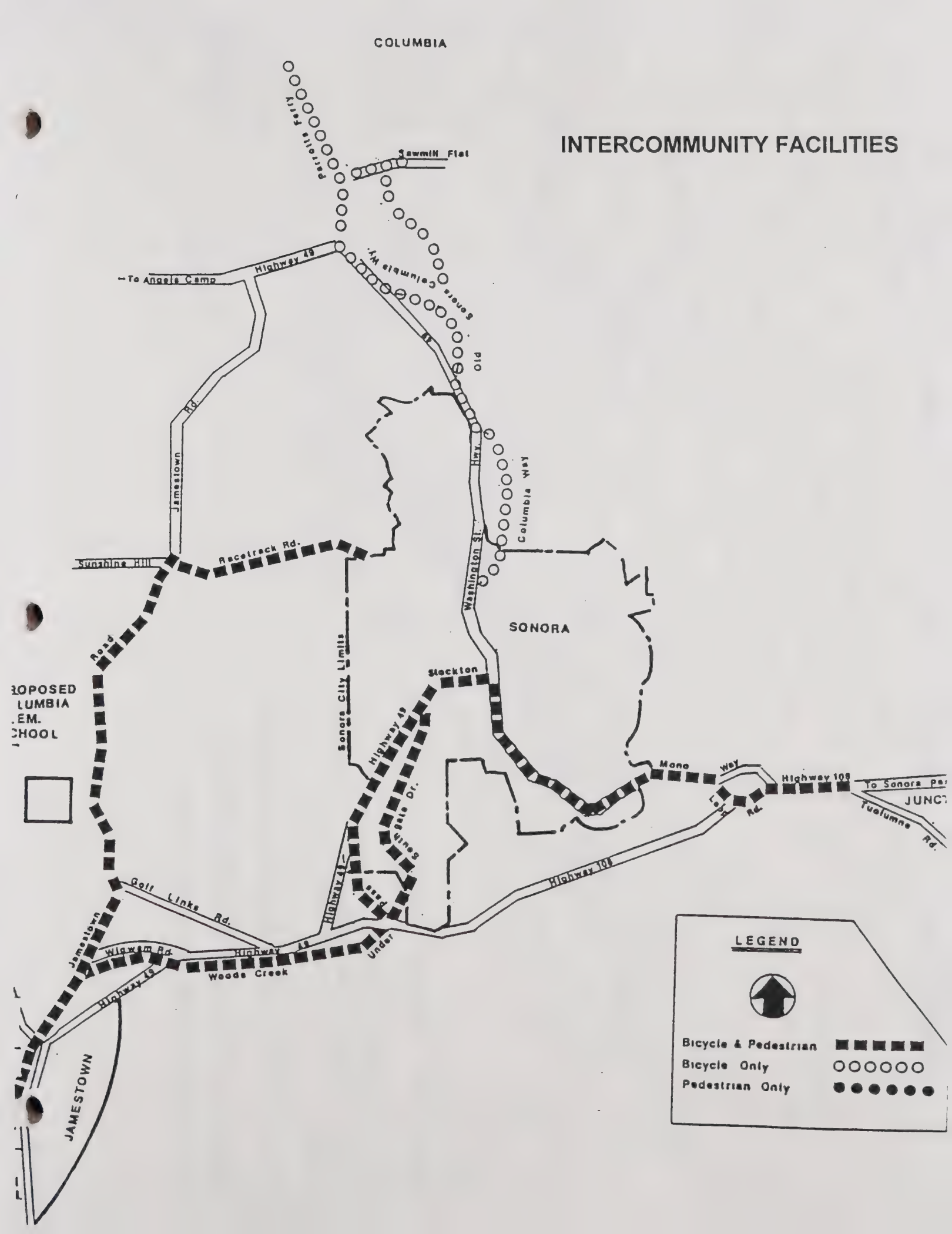
TUOLUMNE


TO SONORA
TUOLUMNE SQUARE SHOPPING CENTER
EXISTING & PROPOSED APARTMENTS
TUOLUMNE RD.
TO TWAIN HARTE
ST.
BAY ST.
POOL
PARK
FIR
FIR AVE.
CARTER
WILLOW AVE.
MAIN
MEMORIAL HALL
ELM
PINE
SUMMERVILLE ELEMENTARY SCHOOL
LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only

TWAIN HARTE


Fuller
Mark Twain
Rd
Mono
Pass
Strauch
Fuller
Rd.
Strauch Dr.
Twain Harte Dr.
Joaquin
Gully
PROPOSED TWAIN HARTE ELEMENTARY SCHOOL
TWAIN HARTE ELEM. SCHOOL
Cedar
Manzanita
Twain
Tiffeni Dr.
East Ave.
Cedar Pines
TWAIN HARTE VILLAGE SHOPPING CTR
Harte Dr.
Tiffeni Dr.
Highway 108
RR Grade
To Sonora Pass


LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only


COLUMBIA
INTERCOMMUNITY FACILITIES
Sawmill Flat
To Angels Camp
Highway 49
Jamestown Rd.
Sunshine Hill
Racetrack Rd.
Sonora Columbia Wy.
Old
Hwy.
Washington St.
Columbia Way
SONORA
Sonora City Limits
Stockton
Highway 49
South Gate Dr.
Mono Way
Highway 108
To Sonora
JUNCT
Tuolumne Rd.
Fair Rd.
Golf Links Rd.
Highway 108
Jamestown
Wigwam Rd.
Highway 49
Woods Creek
Under Pass
JAMESTOWN
LEGEND
Bicycle & Pedestrian
Bicycle Only
Pedestrian Only

Pinecrest Basin Trail Network NO SCALE

Appendix E
Pedestrian Only

Accessibility Levels:

1. Running slope of 5% or less, with a maximum of 8.33%. 32" high handrail on sections greater than 5%, and 5' by 5' level landings every 30" of vertical rise on these ramps. Maximum cross slope is 2%. Rest areas with benches at less than 600' intervals.

2. Running slope of 8.33% or less, with a maximum of 10%. 32" high handrail on sections greater than 8.33%, and 5' by 5' level landings every 30" of vertical rise on these ramps. Maximum cross slope is 5%. Rest areas with benches at less than 900' intervals.

Construction Types:

A. 8' wide minimum, Asphaltic Concrete paved. Rest areas are at least 12' wide.

B. 5' wide minimum, Asphaltic Concrete paved. Rest areas are at least 8' wide.

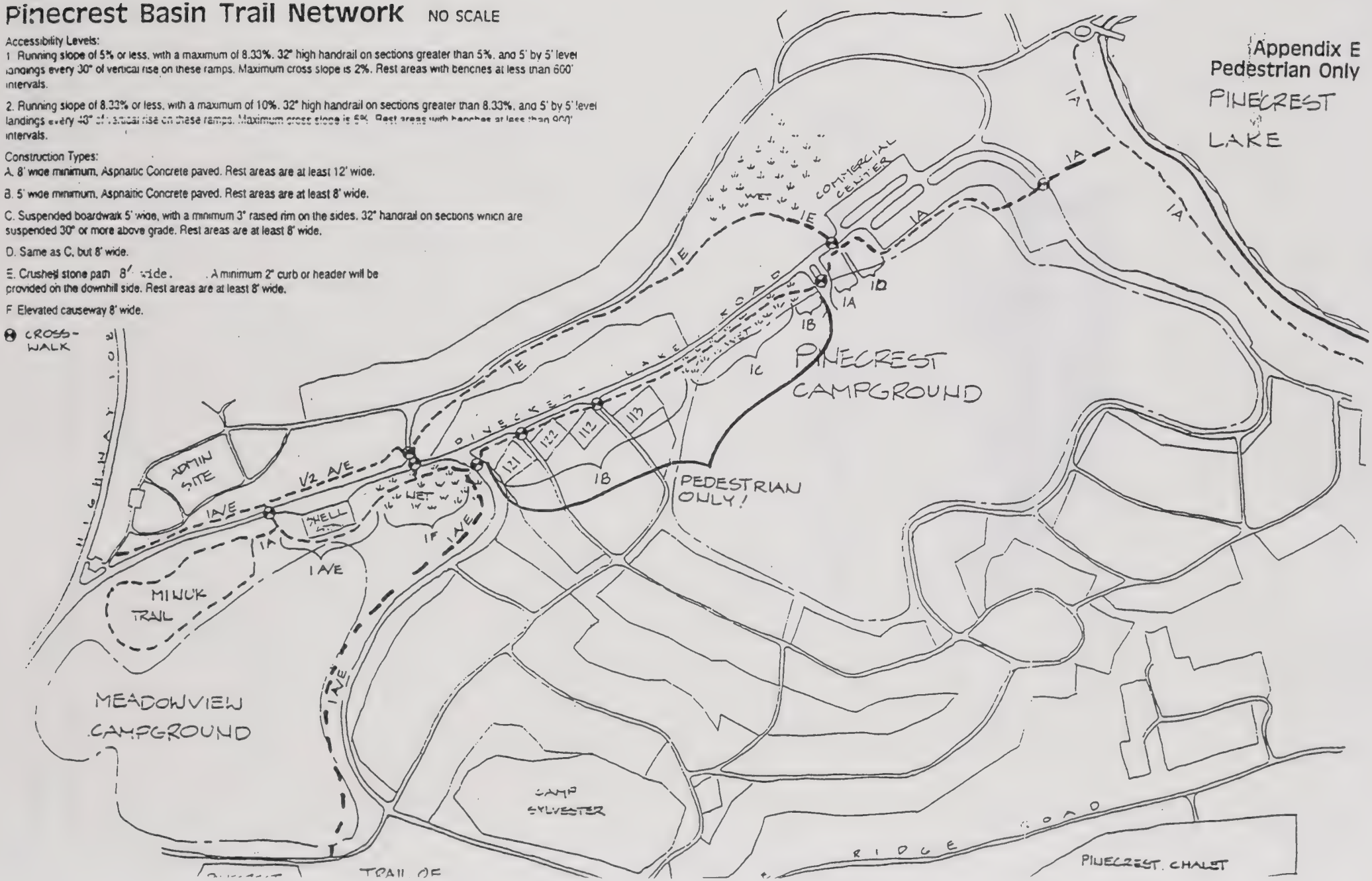
C. Suspended boardwalk 5' wide, with a minimum 3" raised rim on the sides. 32" handrail on sections which are suspended 30" or more above grade. Rest areas are at least 8' wide.

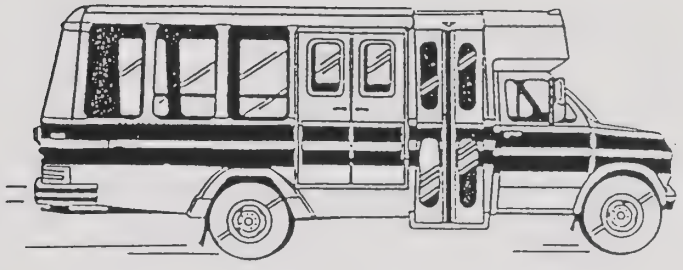
D. Same as C, but 8' wide.

E. Crushed stone path 8' wide. A minimum 2" curb or header will be provided on the downhill side. Rest areas are at least 8' wide.

F. Elevated causeway 8' wide.

CROSS-WALK





V. Public Transportation

V. Public Transportation

Inventory

The general transportation needs of transit dependent persons in Tuolumne County are met primarily through Social Service Transportation providers and the County's Public Transit System.

Transit Service Providers:

Tuolumne County Transit Sonora is the hub of the primary transportation service. Fixed route and demand response transportation services are extended to the surrounding areas of Jamestown, Columbia, Mono Village, Willow Springs, Twain Harte, Sierra Village, Tuolumne and Groveland. The fixed route portion of the service provides transportation to the elderly, persons with disabilities and the general public. The average daily ridership for the fixed route portion of the system is 157. Tuolumne County Transit provides dial-a-ride services for persons 55 years of age and over and for persons with disabilities, transportation to and from the Senior Nutrition Programs in Sonora and Groveland and transportation services to and from the Adult Day Health Care Program sites in Sonora and Groveland. Combined, the elderly and disabled transit services provide an average of 160 passenger trips per day.

Tuolumne/Calaveras Association for the Handicapped, Inc. provides a primary transportation service for up to 80 developmentally disabled adults. The program was developed to transport clients to and from the activity center Monday through Friday. The service also transports clients to evening and weekend social and recreational activities. Also provided in this program is transportation for personal needs (medical appointments, shopping, banking, personal errands, etc.) for 14 clients who live independently.

Tuolumne County Adult Day Health Care (ADHC) provides a primary transportation service for its participants through a professional transportation service provided through a contract between the transportation provider and the County of Tuolumne. The ADHC Program serves adults 18 years of age and older who require individualized medical treatment and supervision, but are not bedridden or require 24 hour care. In Tuolumne County, the ADHC Program provides transportation services, when driveways are accessible, to participants living as far west as Jamestown and as far east as lower Twain Harte. Also, transportation is provided in south Tuolumne County and northern Mariposa County to the participants of the Groveland ADHC Program.

Tuolumne County Senior Nutrition Program provides a primary transportation service through a contract with the County of Tuolumne. The Senior Nutrition Program provides transportation to seniors 60 years of age and older, who reside in the Sonora, Columbia and Jamestown areas, to and from the program site located at East Sonora Senior Center. Also, this program is provided to seniors in the Groveland area to the Nutrition Program location in Groveland.

Tuolumne County Groveland Escort Program is a dial-a-ride transportation service for Groveland residents who are 55 years of age and over and for persons with disabilities. In addition, on November 1, 1996, this program was opened up to the general public on a space available basis. The Groveland Escort Service is provided by Tuolumne County Transit. The Service enables Groveland residents to access the many amenities such as shopping, medical and other personal services in the Sonora area. The Service is provided on the first three Tuesdays of each month, except holidays, from Groveland to Sonora. On the fourth Tuesday of each month (and fifth, if there is one), the Groveland Escort Program provides dial-a-ride services within the Groveland area.

Tuolumne County Mental Health Services provides secondary transportation services in support of its Mental Health, Alcohol, Drug and Perinatal programs. Transportation services are available five days a week for Tuolumne County residents enrolled in the various programs. Funding is provided through State, Federal and County match funds. Clients are routinely transported to Modesto, Riverbank and Merced and sometimes as far as Fresno, Sacramento, Reno and Bishop.

Tuolumne County Department of Social Services provides inter-county transportation services for their clients for counseling, medical appointments and other personal needs. Transportation is provided throughout the County and out of the county to their clients for visits to children or to major medical appointments.

The following *Residential Care Homes* provide transportation to their clients for social and recreational activities, medical appointments, personal errands and shopping, both in and out of Tuolumne County. Hillcrest Manor, Cresthaven and Skyline Place residential care homes serve elderly persons 60 years of age or over. Sierra Foothills residential care home serves developmentally disabled adults between the ages of 18 and 59.

Private Cab Companies provide service in and around Sonora as well as long distance inter-county service upon request. There are two private cab companies operation in Tuolumne County.

B. *Issues*

1. Due to infrequent and inconvenient fixed route service to the Jamestown area, the ridership on this route has not reached its full potential. Minor adjustments are being made to the Transit Schedule in an effort to increase ridership.

2. The Americans with Disabilities Act (ADA) guaranteed disabled Americans many rights including the right to equal transit services. The unfunded Federal mandate of equal service continues to force the expansion of dial-a-ride service hours, the purchase of vehicles with wheelchair lifts, special scheduling provisions and the filing of annual reports to document compliance with the ADA. The County has complied with the ADA mandates, in spite of having no extra funds to pay for extra services.

3. Approximately 16.5% of the County's population is over the age of 65. The County has recognized the special needs of seniors and provides both fixed route and demand responsive services to most senior housing complexes, shopping centers, hospitals and other points of interest. Furthermore, specialized services such as the Senior Nutrition Program, the Adult Day Health Care Program and charter services meet the health and recreational needs of seniors. In the 1996 Unmet Transit Needs hearing process special efforts were made to identify the needs of Tuolumne County's seniors. Generally, seniors desired improved services overall, however, many seniors did request weekend service. Typically, weekend service is far less able to meet fare box revenue requirements than weekday service. Nevertheless, the Tuolumne County and Cities Area Planning Council approved a pilot Saturday Service Program which will run on Saturdays between Thanksgiving and Christmas 1996 and again during the month of May 1997. The Saturday Service will be a general public dial-a-ride service with priority service being given to ADA certified riders, second priority given to persons over 55 years in age and third priority given to the general public. The service area for the pilot program will generally be between Jamestown, Columbia, Sonora and the Junction Shopping

Center and run between the hours of 9:00 a.m. to 3:00 p.m. If the pilot Saturday Service Program proves successful, the County may consider extending the current transit service to include additional weekend service.

4. The Valley to Foothill Intermodal Subarea Transportation Study (Fehr and Peers, 1995) has recognized that in the next 20 years, the Highway 108 transportation corridor will become very congested (LOS F), with traffic volumes exceeding 25,000 on the average weekday, and exceeding 30,000 on holiday weekends. It is further recognized that the desired Highway 108 improvements will cost approximately $59.085 million, between Oakdale and the Stanislaus/Tuolumne County line and approximately $53.008 million between the Stanislaus/Tuolumne County line and Sonora. As noted in the Streets and Highways section of the RTP, no funding is programmed for Tuolumne County's improvements. Furthermore, this improvement is a low priority in comparison with other unfunded State Highway needs. Thus, given the long distance, future congestion and relatively low preservation costs, the Valley to Foothill Intermodal Transportation Study concluded that Sierra Railroad may be feasible for commuter/tourist transit beyond 2015.

C. *Objective & Policies*

Objective

Provide effective and efficient transportation services which meet the needs of transit dependent residents within Tuolumne County which are reasonable to meet. Youths, elderly, persons with disabilities and the economically disadvantaged shall be given special attention.

Policies

1. Support the development of all area public and social service transportation systems as outlined in the Tuolumne County Transit Development plan (TDP).

2. Encourage eligible claimants in Tuolumne County to maximize the use of Federal and State funds for public transportation purposes.

3. Require coordination among public and social service transportation operations so as to ensure the highest level of efficiency and cost-effectiveness possible.

4. Actively pursue public input into the operation of the Public Transportation System as received via rider surveys, the Transit Productivity Advisory Committee and comments made during the annual unmet transit needs hearing.

5. Improve the public's knowledge of available transit services by encouraging increased marketing of all existing transportation in Tuolumne County.

6. Ensure compliance with the Americans with Disabilities Act.

7. Provide transit service that is effective in attracting and maintaining riders. Service should be provided to areas where a need has, or can be, identified.

8. Operate service in the most cost-effective manner possible.

9. Coordinate transit system development with community planning and development efforts and land use policy.

D. *Past Plan Accomplishments*

1. Since the last update of the RTP, the Transit System has experienced a significant improvement in the efficiency of the Service. Please refer to the following chart showing Transit Service performance improvements over the last four years:

	Farebox Recovery		*Total Passenger Trips*	*Trips per Day*		*Trips per Hour*		*Total Service Hours*	*System's Total Cost*	*Cost per Trip*	
	*F/R**	*E&D***		*F/R*	*E&D*	*F/R*	*E&D*			*F/R*	*E&D*
FY 1991/92	10.6%	7.3%	66,736	155	107	5.52	2.87	14,925	$364,500	$5.71	$10.98
FY 1995/96	15.8%	18.0%	80,989	157	160	6.02	3.97	16,953	$469,000	$5.04	$8.77

* Fixed Route Services (including Groveland Fixed Route)
** Elderly and Disabled Services combined

2. In March 1993, the California Transportation Commission (CTC) approved $940,000 in Proposition 116 funding for Tuolumne County to purchase sixteen new paratransit vehicles and ancillary equipment. To date, six new buses for the transit system have been purchased under the Proposition 116 program.

3. In 1995, the TCCAPC secured a FTA Section 26 (a)(2) grant and completed a comprehensive Tuolumne County Transit Development Plan (TDP). The Plan addresses the transit needs in Tuolumne County and developed an action plan for meeting those needs.

4. Since 1988, the ridership for meeting those needs has risen from about 25,000 to nearly 81,000 passenger trips per year.

5. In 1996, the County installed a new radio system in all its transit buses, with a radio channel exclusively designated for transit.

6. In 1996, the TCCAPC and Stanislaus Area Association of Governments secured $182,000 in TCI funds. With matching funds from Coast Enterprises, the owner of Sierra Railroad, a $364,000 track rehabilitation project will be completed in 1996/97. Through continued rehabilitation of the Sierra Railroad, the possibility of future rail passenger transportation in Tuolumne County will be preserved.

7. In 1995 and 1996, Tuolumne County successfully competed for approximately $29,000 in Transportation Demand Management funds that will improve public transit marketing and build at least three bus shelters.

E. *Future Actions*

1. The TCCAPC shall oversee implementation of those public transit programs outlined in the Tuolumne County TDP.

2. The TCCAPC shall update the TDP annually.

3. The County of Tuolumne shall complete FTA Section 18 grant applications and implement grant contracts in accordance with those priorities outlined in the TDP and per annual FTA Section 18 "Program of Projects".

4. The TCCAPC shall support efforts to improve marketing of all available public transit in Tuolumne County.

5. The TCCAPC shall encourage the City of Sonora and County of Tuolumne to require large new developments to purchase and install bus shelters as part of their mitigation measures.

6. Utilizing the Social Services Transportation Advisory Council, the TCCAPC shall strive to increase the Public Transportation System's cost effectiveness.

7. Utilizing Proposition 116 and Federal Section 16 and 18 funds, the County shall continue to replace the aging fleet of buses to increase the Transit System's attractiveness to possible new riders and reliability for existing riders.

8. Tuolumne County Transit shall adopt a Dial-a-Ride service boundary map.

9. The TCCAPC shall encourage the County of Tuolumne to review the public and senior citizen transportation systems in order to assess the need for and feasibility of a full-time administrator/manager which could oversee both systems.

10. The TCCAPC shall encourage and support endeavors to rehabilitate the trackage and, for the long term, expand the passenger services of the Sierra Railroad in Tuolumne County.

F. *Financial*

The purpose of this section is to illustrate the financial programs used in providing the County's Public Transportation System and special public transportation studies. Funding for other public transportation programs are beyond the control of the TCCAPC and the scope of this plan.

1. *Discussion of Funding Sources*

a. *Local Transportation Fund (LTF)*. This program currently provides the major funding source for the operations and administration of the Public Transportation System. (See the discussion of TDA and LTF in the Streets & Highways Element of this plan for more information on LTF and its allocation process.)

b. *State Transit Assistance Fund (STAF).* The STAF program provides important secondary funding for the transit program. Over the past two years the STAF program has averaged about $60,000.

c. *Local Funds.* Local funds in this section refers to the fare revenues collected on the Public Transportation System, as well as charter revenue and ADHC reimbursements. Local funds represent a significant portion of the overall transit budget.

d. *Federal Transit Administration (FTA) Section 26(a)(2).* This Federal program provides money for transportation planning purposes on an 80/20 matching basis. FTA Section 26 (a)(2) dollars are allocated on a statewide competitive basis. Allocations can vary each year depending upon the amount of funding requested and the availability of dollars for the entire State. These funds are requested through the TCCAPC's annual Overall Work Program (OWP) process. In 1995, the Section (a)(2) allocation of $16,400 was used to develop the Tuolumne County Transit Development Plan.

e. *Federal Transit Administration (FTA) Section 18.* This Federal program provides money for both capital and operating assistance for public transit programs. Tuolumne County's annual allocation of FTA Section 18 dollars is expected to remain at approximately $35,000 over the next ten years. In addition to annual allocations, there also exists an FTA Section 18 discretionary reserve from which funding can be requested. Unlike the annual allocation, discretionary funds are distributed on a state-wide competitive basis. In order to receive FTA Section 18 dollars, specific projects must be outlined in the TCCAPC's FTA Section 18 Program of Projects. The County of Tuolumne has traditionally used its annual allocations to subsidize operational expenses for the Public Transportation System on a 50/50 matching basis. Discretionary Reserve dollars have been utilized to purchase capital equipment (i.e. vehicles, radios, etc.) on a 80/20 matching basis.

f. *State Proposition 116.* This program will generate approximately $156,500 per year until the year 2000. The County is utilizing these funds to replace worn transit vehicles within its existing fleet. The County plans to purchase six vehicles in Fiscal Years 1996/97 and 1997/98, and two vehicles in each of the remaining two years of the program.

g. *Transit Capital Improvement (TCI) Program.* In 1996, the TCCAPC and Stanislaus Area Association of Governments secured $182,000 in TCI funds. With matching funds from Coast Enterprises, the owner of Sierra Railroad, a $364,000 track rehabilitation project will be completed in 1996/97. Future applications for TCI Program funds is encouraged.

h. *Transportation Demand Management (TDM) Program.* In 1995 and 1996, Tuolumne County successfully competed for approximately $29,000 in Transportation Demand Management funds that will improve public transit marketing and build at least three bus shelters.

2. ***Estimated Revenues***

The combined revenues for the County's public transit fixed route and paratransit services are as follows: (in thousands)

	LTF	*Sect. 18*	*STAF*	*Local*	*116*	*Totals*
1996/97	$252	$37	$62	$284	$180	**$815**
1997/98-2010/2011	$900	$105	$180	$870	$446	**$2,501**
2011/2012-2016/2017	$4,500	$175	$300	$1,510	$0	**$6,485**
Totals	**$5,652**	**$317**	**$542**	**$2,664**	**$626**	**$9,801**

Estimated Expenditures

Future expenditures are estimated at the same relative level as total revenues.

	Oper/Adm	*Capital*	*Totals*
1996/97	$530	$190	**$720**
1997/98-2010/2011	$1,800	$465	**$2,265**
2011/2012-2016/2017	$3,600	$488	**$4,088**
Totals	**$5,930**	**$1,143**	**$7,073**



VI. Rail Element

VI. Rail Element

Inventory

Existing Rail Facilities - Tuolumne County is currently served by the Sierra Railroad which operates between Oakdale, in Stanislaus County, and Standard in Tuolumne County (See Figure VI-1). Connections are made with both the Southern Pacific and the Santa Fe Railroad in Oakdale. The railroad includes 49 miles of track from Standard to Oakdale. The Sierra Railroad has been in operation since 1896. Located along the Sierra Railroad in Jamestown is the Railtown 1897 State Historic Park which includes a functional roundhouse, several steam engines and an inventory of vintage passenger and freight cars. The Sierra Railroad is currently owned by Coast Enterprises.

Commodity Flow - The primary freight user of the Sierra Railroad is Sierra Pacific Industries. Rail is the preferred transportation mode for Sierra Pacific lumber. Poor track conditions effect operations on a daily basis. With full loads, speeds are limited in many areas to less than five miles per hour to avoid derailments. It is also necessary to limit the size of loads, thus, forcing two round trips per day to the Oakdale Junction. Coast Enterprises, the owner of Sierra Railroad, is actively pursuing expanded industrial usage of Sierra Railroad. Considering forecasted traffic congestion on the Highway 108 corridor, the TCCAPC and County should encourage freight transportation by rail.

Passenger Service - Approximately 40,000 passengers per year ride historic trains from Railtown 1897 in Jamestown. Railtown 1897 is owned by the California State Railroad Museum, which recently obtained a $510,000 Federal grant to rehabilitate five historic buildings in preparation of Railtown's 100 year anniversary. The California State Railroad Museum has expressed the desire to have a destination for excursion trains, such as a western movie set near Highway 120 or 49. Rail museum officials estimate such a destination could increase passenger ridership from 40,000 to 100,000 annually.

The Valley to Foothill Intermodal Subarea Transportation Study (Fehr and Peers, 1995) has recognized that in the next 20 years, the Highway 108 transportation corridor will become very congested (LOS F), with traffic volumes exceeding 25,000 on the average weekday, and exceeding 30,000 on holiday weekends. It is further recognized that the desired Highway 108 improvements will cost approximately $59.085 million, between Oakdale and the Stanislaus/Tuolumne County line and approximately $53.008 million between the Stanislaus/Tuolumne County line and Sonora. As noted in the Streets and Highways section of the RTP, no funding is programmed for Tuolumne County's improvements. Furthermore, this improvement is a low priority in comparison with other unfunded State Highway needs. Thus, given the long distance, future congestion and relatively low preservation costs, the Valley to Foothill Intermodal Transportation Study concluded that Sierra Railroad should be preserved for possible commuter/tourist transit beyond 2015.

Movie Trains - The Sierra Railroad has a long history as a favorite location and resource for the movie and television industry. Movie transit usually bring 2-3 million dollars in additional revenue to the local economy.

B. *Issues*

1. ***Need for upgrading of the Sierra Railroad track***. As demonstrated in a 1985 Federal Railroad Administration grant application and per a physical inspection of the entire railroad completed in 1986 by the Woodside Consulting Group and again in 1996 by TCCAPC staff, the Sierra Railroad trackage is in need of considerable repair and upgrading.

2. ***Financial condition of the Sierra Railroad.*** In the past two decades, the Sierra Railroad has suffered substantial losses. However, in the last year, proactive ownership has improved operating revenues. Still, continued rail rehabilitation is necessary to stabilize and reduce operating cost. Since the economic health of the Railroad relies so heavily on its freight service, any future action to revive passenger, excursion or movie train operations must occur so as to compliment and not conflict with freight operations. Should freight operations not prove profitable once again, all rail operations may be terminated. That would have a negative effect on the economy of the entire County and make future operations of passenger, excursion and movie train's cost prohibitive.

3. ***Renewed passenger/freight use of Sierra Railroad.*** The Sierra railroad has been recognized as an under utilized resource. Consistent with stated objectives in 1994, the Sonora City Council and Board of Supervisors have supported efforts that would not be a drain on existing public funds to reestablish the railroad for passenger trolleys and/or freight cars.

4. ***Operation of passenger and movie trains through and beyond the Standard (M.P. 46)***. Per a 1982 agreement between the Sierra Railroad and the State of California, excursion and movie trains are not allowed to operate further east than M.P. 46 or the westerly edge of the Sierra Pacific Industries lumber plant at Standard. The Friends of the Sierra Railroad, however, would like to extend operations over either the existing or relocated tracks on Sierra Pacific Industries property and make Tuolumne, M.P. 57, the new eastern end of the line. However, operational, safety and increased liability problems to freight operations at the plant would need to be addressed prior to any extension of rail service.

C. *Objective & Policies*

Objective

Promote growth and safety of all uses of the Sierra Railroad.

Policies

1. Support and encourage state and federal grant applications aimed at the upgrading and rehabilitation of Sierra Railroad trackage.

2. Support the revival of passenger, excursion and movie train operations on the Sierra Railroad to the extent that such operations themselves can be proven cost-effective and do not conflict with freight operations on the Railroad.

3. Support the intermodal linkage of truck on rail as a technique of reducing truck AADT (Annual Average Daily Trips) on highway corridors.

4. Higher truck weights shall be opposed.

5. Develop thorough cooperation with all agencies involved, a railroad system that provides for the convenient and reliable movement of freight.

D. *Past Plan Accomplishments*

1. In 1996, the TCCAPC and Stanislaus Area Association of Governments applied for and received $182,000 in Transit Capital Improvement funds. With matching funds from Coast Enterprises, a $364,000 track rehabilitation project will be completed in 1996/97.

2. The TCCAPC sponsored a study of the current condition and best future uses of the Sierra Railroad. The "Sierra Railroad Railway Study" was completed by the Woodside Consulting Group in 1986.

3. In 1984, two committees were established to work towards facilitating Sierra Railroad operations both from freight and excursion/movie standpoints.

4. The Sierra Railroad Railway Study concluded that a railbus/passenger train service on the Sierra Railroad would duplicate existing Amtrak, Greyhound and public transportation services and would not be a cost effective proposition. However, intercounty bus service was discontinued in June 1995.

E. *Future Actions*

1. The TCCAPC should support state and federal grant applications aimed at the upgrading and rehabilitation of the Sierra Railroad trackage.

2. The TCCAPC shall continue to work cooperatively to facilitate all facets of Sierra Railroad operations.

F. *Financial*

1. The TCCAPC and its member agencies have no direct control over rail improvements and financing. Local agencies are not the operators of railroads.

   Under the Transportation Development Act., local agencies may provide Local Transportation Funds to subsidize rail passenger service, but this is not seen as a priority for the use of such funds.

   In 1994, the voters of Tuolumne County approved a ballot measure enabling the County to compete for Transit Capital Improvement (TCI) mass transit funds for fixed guideways. The TCCAPC shall support efforts to apply for TCI funds for economically feasible public transit projects.

   In 1996, the TCCAPC and Stanislaus Area Association of Governments applied for and received $182,000 in Transit Capital Improvement (TCI) funds. In November 1996, a TCI grant application for $1,453,025 was submitted for consideration by the California Transportation Commission. These State grant funds will be matched by $1,435,025 in funding from Coast Enterprises. If the total amount of funding is programmed, the entire length of Sierra Railroad, from Standard to Oakdale, may be rehabilitated.

SIERRA RAILROAD MASTER PLAN

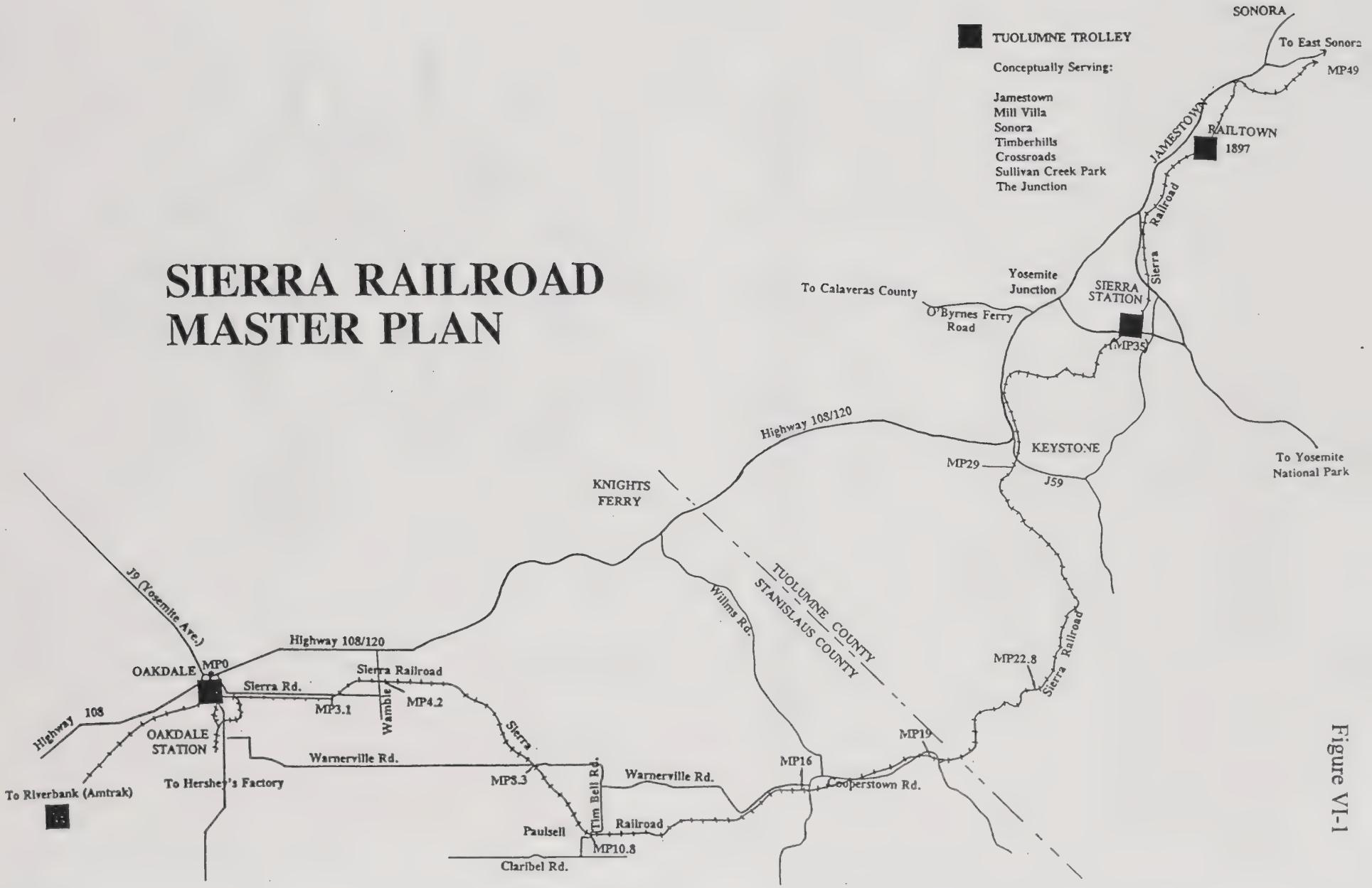
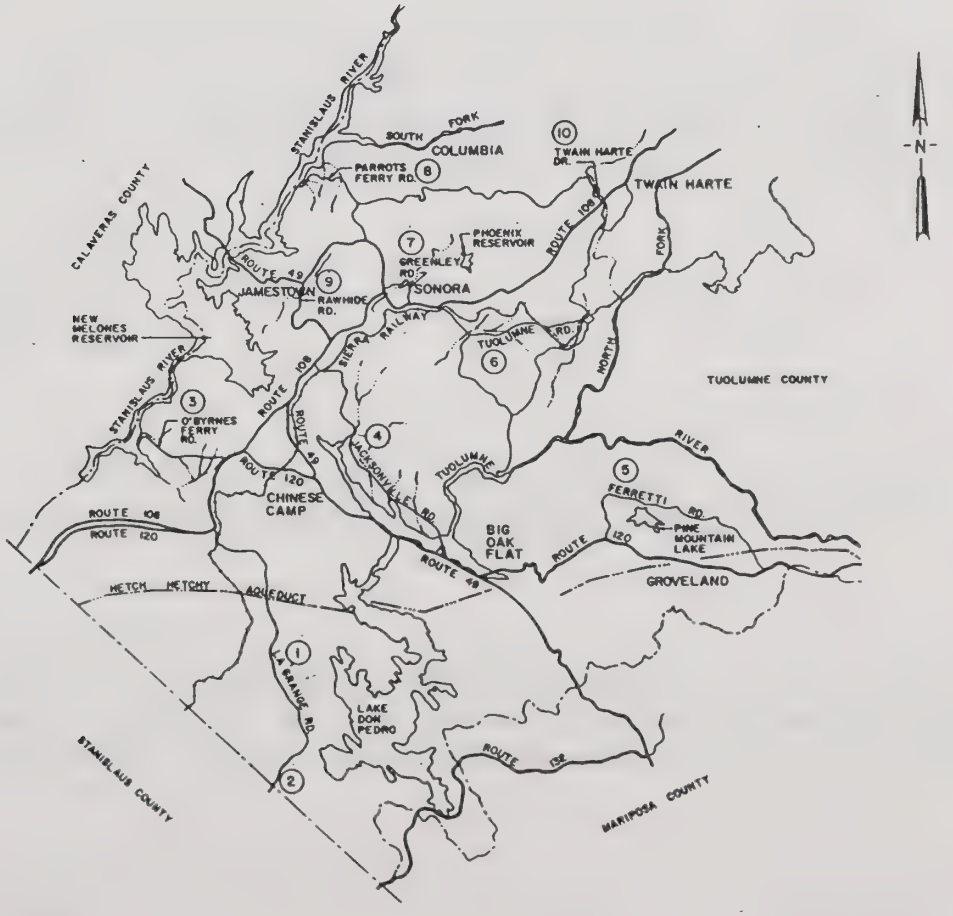


Figure VI-1

VII. Streets and Highways Element



VII. Streets and Highways Element

Inventory

The basic street and highway network in Tuolumne County is comprised of a combination of approximately 139 miles of State highways, 600 miles of maintained County roads and 26 miles of maintained City streets. Beyond this basic system, there also exists several hundred additional miles of Federal (BLM, Yosemite National Park and Forest Service) and privately owned roads.

When these roads are grouped by category, they form the functional system of roadways in Tuolumne County. A brief summary of each functional category, as defined by AASHTO, and a list of those County roads classified within each category follows:

Rural Arterial

The rural principal arterial system consists of a network of routes functioning primarily for the movement of through traffic, usually on continuous routes, with trip length and density capacities suitable for substantial statewide or interstate travel.

* State Highway 120

Rural Minor Arterial

The rural minor arterial functions in conjunction with the principal major arterials to form a network providing high speed, high volume travel corridors for movement between traffic generators such as cities, large towns and resort areas and uninterrupted intercounty travel. Rural minor arterials are spaced consistent with population density to provide a relatively high level of service to all developed areas of the State.

* State Highway 49
* State Highway 108
* State Highway 132

Rural Collector

Rural collector routes provide service between local roads and the arterial system and are primarily important for intracounty travel. These routes are subclassified as follows:

Major Collector

These routes function as corridors for through traffic within local areas providing service to towns and other major traffic generators within the County which are not directly served by the arterial system. They also serve to link minor collectors and local access roads with nearby towns and communities or the arterial system.

* Bonds Flat Road
* Ferretti Road
* Greenley Road

* Hess Avenue (new alignment, Mono Way to Phoenix Lake Road)
* Jacksonville Road (State Highway 120 to Seco Street, Jamestown)
* Jamestown Road
* La Grange Road
* South Washington Street (SR 108 to Washington Street)
* Longeway Road (Soulsbyville Road to South Fork Road)
* O'Byrnes Ferry Road
* Parrotts Ferry Road
* Peoria Flat Road (O'Byrnes Ferry Road to Shell Road)
* Phoenix Lake Road
* Rawhide Road
* Shell Road
* Smith Station Road
* Soulsbyville Road
* South Fork Road (Longeway Road to Middle Camp Road)
* Standard Road
* Tuolumne Road
* Tuolumne Road North
* Twain Harte Drive

Minor Collector

These routes generally serve lower density areas and, therefore, do not have the traffic volume that major collectors do. Minor roads often serve to funnel traffic from groups of local roads onto the major collectors and arterial routes. Minor collectors should be spaced to bring all developing areas of the County within reasonable distance of major collectors or arterial routes.

* Algerine Road (Twist Road to Campo Seco Road)
* Algerine/Wards Ferry Road (Lime Kiln Road to Wards Ferry Road)
* Bear River Drive (Crestview Drive to Crystal Falls Drive)
* Bell Mooney Road
* Big Hill Road
* Black Oak Road (Tuolumne Road to Soulsbyville Road)
* Buchanan/Fish Hatchery Road (Tuolumne City to Forest Service)
* Cabezut Road (maintained portion)
* Campo Seco Road
* Cherokee Road (Tuolumne Road to Tuolumne Road North)
* Creekside Drive (Phoenix Lake Road to Crestview Drive)
* Crestview Drive (Bear River Drive to Creekside Drive)
* Crystal Falls Drive (Longeway Road to Bear River Drive)
* Dodge Ridge Road
* Draper Mine Road
* Fifth Avenue (Jamestown)
* Fuller Road (Little Fuller Road to Joaquin Gully Road)
* Hess Avenue (Tuolumne Road to Phoenix Lake Road)
* Hunts Road (Longeway Road to Twain Harte Drive)

* Jacobs Road
* Joaquin Gully Road
* Kewin Mill Road (maintained portion)
* Lime Kiln Road (Campo Seco Road to Algerine/Wards Ferry Road)
* Little Fuller Road (South Fork Road to Fuller Road)
* Longeway Road (Phoenix Lake Road to South Fork Road)
* Lyons Bald Mountain Road (maintained portion)
* Main Street, Jamestown
* Middle Camp/Sugar Pine Road (Joaquin Gully Road to State Hwy. 108)
* North Sunshine Road
* Old Priest Grade
* Old Wards Ferry Road (Jacobs Road to Sanguinetti Road)
* Pinecrest Lake Road (State Highway 108 to Pinecrest Lake)
* Preston Lane
* Priest Coulterville Road (maintained portion)
* Racetrack Road (Jamestown Road to Sonora city limits)
* Red Hill Road
* Ridgewood Road (maintained portion)
* Sanguinetti Road (Mono Way to Bypass Loop Road)
* Sawmill Flat Road
* Seco Street (Jacksonville Road to Main Street, Jamestown)
* Shaws Flat Road (Springfield Road to Sonora city limits)
* South Fork Road (Longeway Road to Middle Camp Road)
* Springfield Road (Parrotts Ferry Road to Shaws Flat Road)
* Twist Road
* Wards Ferry Road (Algerine/Wards Ferry Road to Tuolumne Road)
* Woodhams Carne Road (Yosemite Road to Tuolumne Road)
* Yankee Hill Road (Parrotts Ferry Road to Big Hill Road)
* Yosemite Road (Wards Ferry Road to Tuolumne City)

Rural Local Road

The rural local road system primarily provides direct access to residential property and other areas which are not directly served by the collector or arterial system. Local roads make up the majority of the County Road System, accounting for approximately 370 miles.

Local roads are all those County roads not classified under the Arterial or Collector categories.

Figures VII-1 through VII-2 outline the relative location of Tuolumne County's arterial and collector roads. Figure VII-3 illustrates the typical road cross section of Minor Collector, Major Collector, Rural Expressway and Urban Arterials.

It should be noted that the City of Sonora does not classify its street system per either the urban or rural functional categories. For the purpose of the RTP, however, a map has been prepared which shows major city streets and/or high volume residential streets (see Figure VII-4). These streets are also listed below:

Tuolumne County Master Plan of Streets and Highways

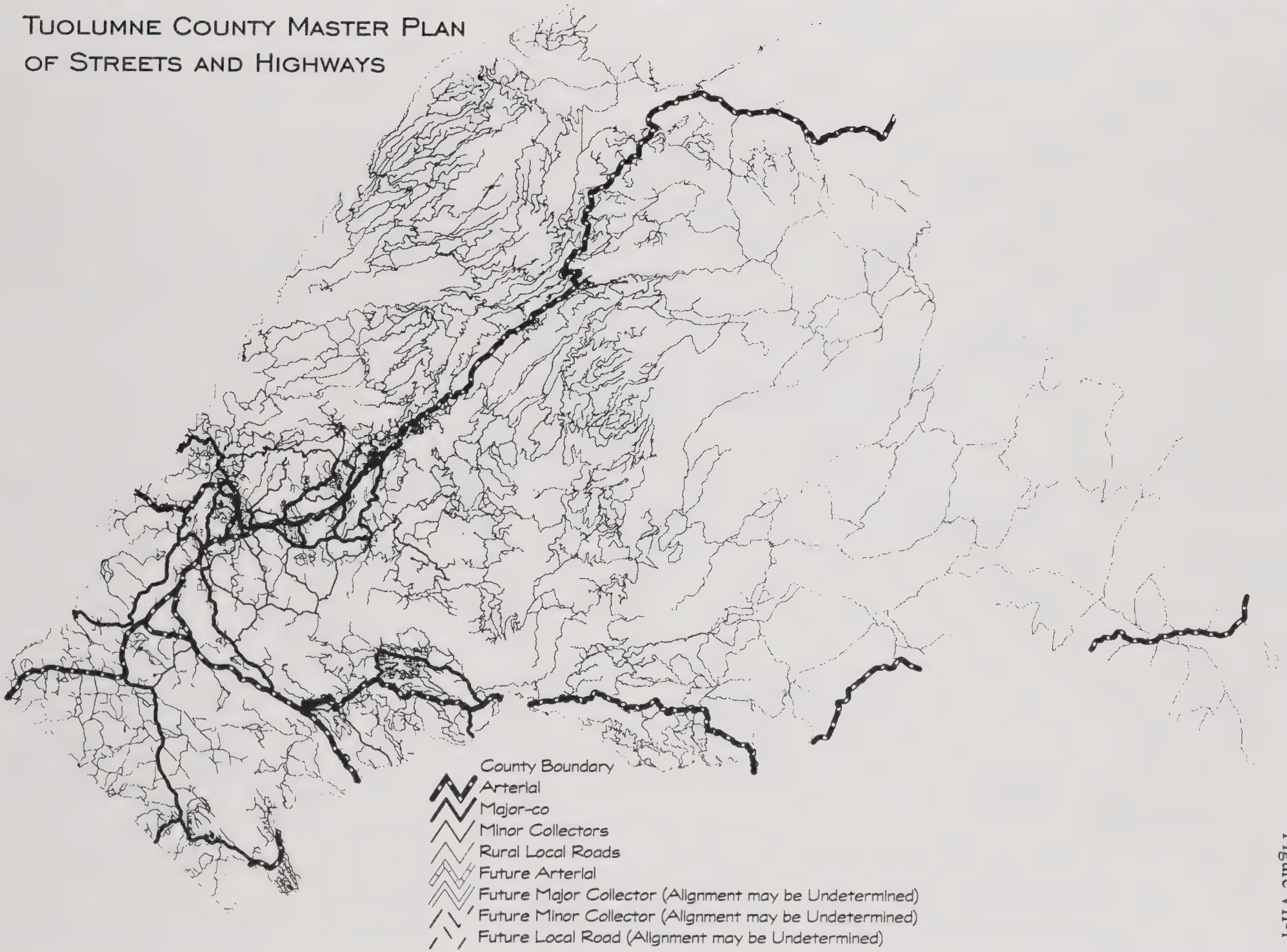


Figure VII-1

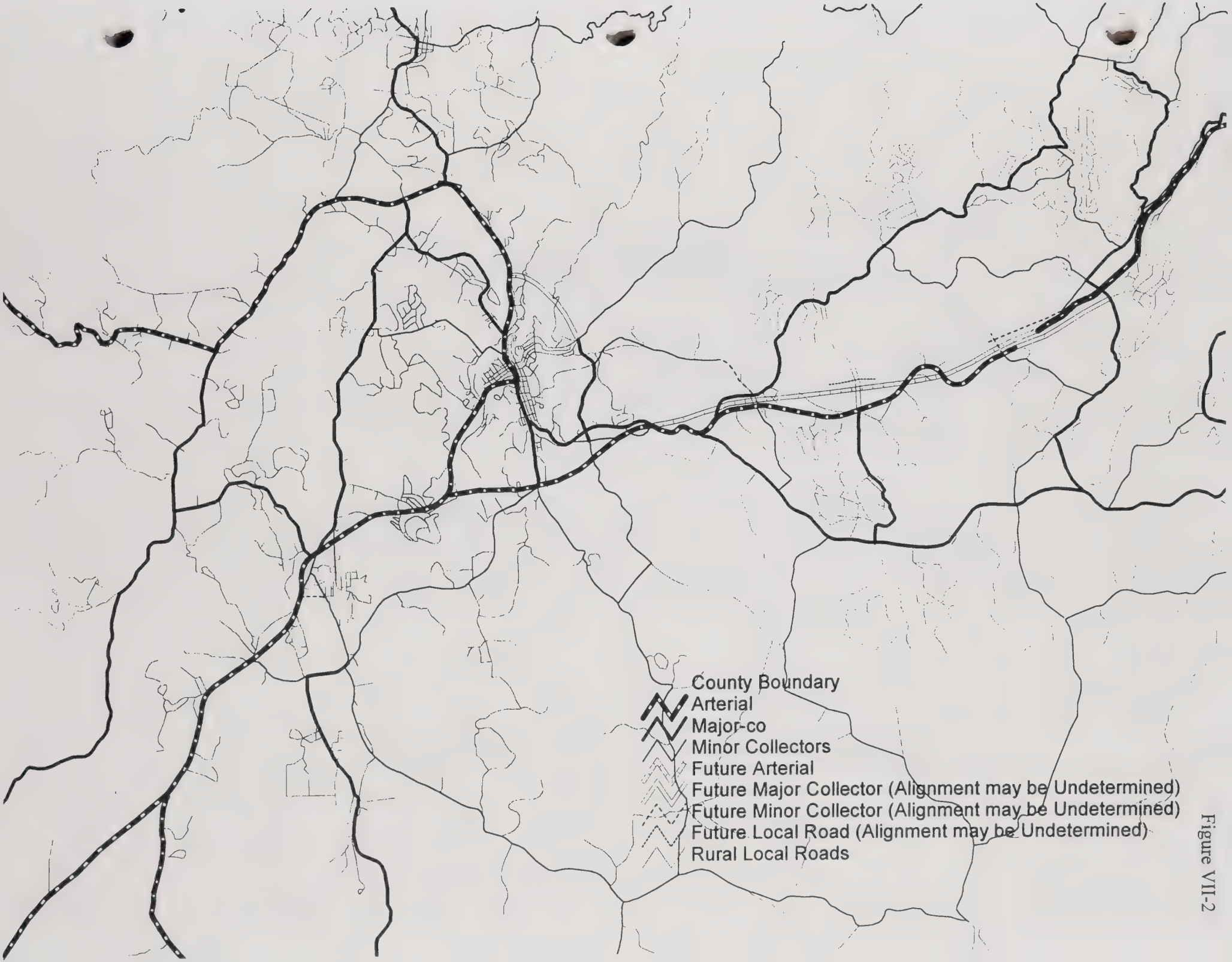

County Boundary
Arterial
Major-co
Minor Collectors
Future Arterial
Future Major Collector (Alignment may be Undetermined)
Future Minor Collector (Alignment may be Undetermined)
Future Local Road (Alignment may be Undetermined)
Rural Local Roads

Figure VII-2

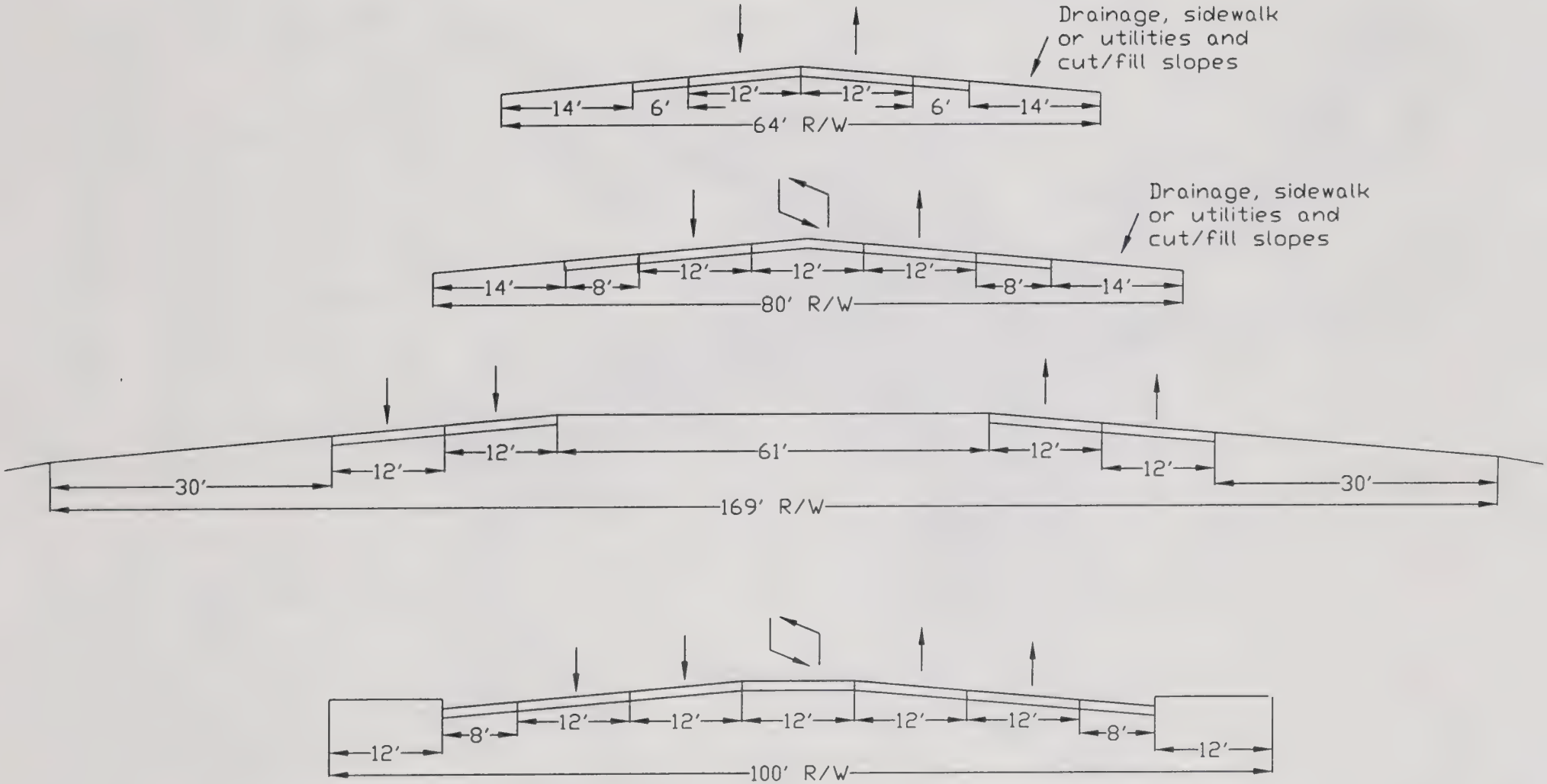

Drainage, sidewalk
or utilities and
cut/fill slopes
14'
6'
12'
12'
6'
14'
64' R/W
Drainage, sidewalk
or utilities and
cut/fill slopes
14'
8'
12'
12'
12'
8'
14'
80' R/W
30'
12'
12'
61'
12'
12'
30'
169' R/W
12'
8'
12'
12'
12'
12'
12'
8'
12'
100' R/W

Figure VII-3

FIGURE VII-4


SHAWS FLAT ROAD
HIGHWAY 49
SNELL ST.
GREEN ST.
LYONS ST.
BRADFORD ST.
STEWART ST.
HIGHWAY 49-108
HIGHWAY 108
S.WASHINGTON ST.-LIME KILN ROAD
MAP OF THE
CITY OF
SONORA
TUOLUMNE COUNTY, CALIFORNIA
STREET CLASSIFICATION
STATE HIGHWAY
MAJOR CITY STREETS
HIGH VOLUME RESIDENTIAL STREETS

* Stewart Street
* Lyons Street
* Snell Street
* Shaws Flat Road
* South Washington Street (formerly Lime Kiln Road)
* Bradford Street
* Green Street
* Mono Way (Washington Street to Loop Road)

Scenic Highways

A scenic highway is one which traverses an area of outstanding scenic quality. The following three roadways are locally designated scenic highways in Tuolumne County (see Figure VII-5):

State Highway Route 49. This route traverses the western foothills and Mother Lode and connects many historical sites and towns. This highway shall be designated as a Scenic Highway from the northern boundary of the City of Sonora to the Calaveras County line. This highway is shown on the Master Plan of "State Highways Eligible for Official Scenic Highway Designation".

State Highway Route 108. The Sonora Pass Highway, from the westerly beginning of the four lane highway near Camp Sunshine easterly into Mono County. This, like State Route 49, described above, gives access and exposure to spectacular mountain country. This route is also on the State Scenic Highway Master Plan.

Old Highway 120. From east of Hardin Flat to the new Highway 120, this highway provides exposure to sites and views of historic interest and scenic value.

Comparison of Existing and Future Conditions

Existing Conditions

The level of service (LOS) of roadways is a qualitative measure of the operating conditions on a section of roadway. It is defined by the motorists' perception of their mobility and comfort. In general, LOS "A" through LOS "C" indicate minimal or acceptable delays. LOS "D" represents heavy traffic with motorists feeling noticeable congestion. LOS "E" indicates the roadway is operating at or near its capacity and there are frequently intolerable delays. LOS "F" means the traffic volume is higher than the capacity of the roadway so queues form; there will be excessive delay and stop-and-go conditions. The back-up will continue until the demand level drops off.

Tuolumne County's road system was evaluated to determine the operating level of service (LOS) rating on all arterial and collector roads in 1993. The results of this evaluation are contained in the Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy, TJKM, January 1996, which is illustrated in the RTP for planning purposes.

The Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy, shows that most County roads operate at an acceptable level-of-service (A-C) as illustrated in Table VII-4.

Table VII-4
1993 Roadway Segment Level of Service[2]

Level of Service	*Length, Miles*	*Percentage*
A-C	904.2	95%
D	32.7	4%
E	11.5	1%
F	0.0	0%
Total	**948.4**	**100%**

Most deficient roadways (LOS D, E or F) are concentrated on State highways. Deficient roadway segments are concentrated on segments of Mono Way, Washington Street and Highways 49, 108 and 120.

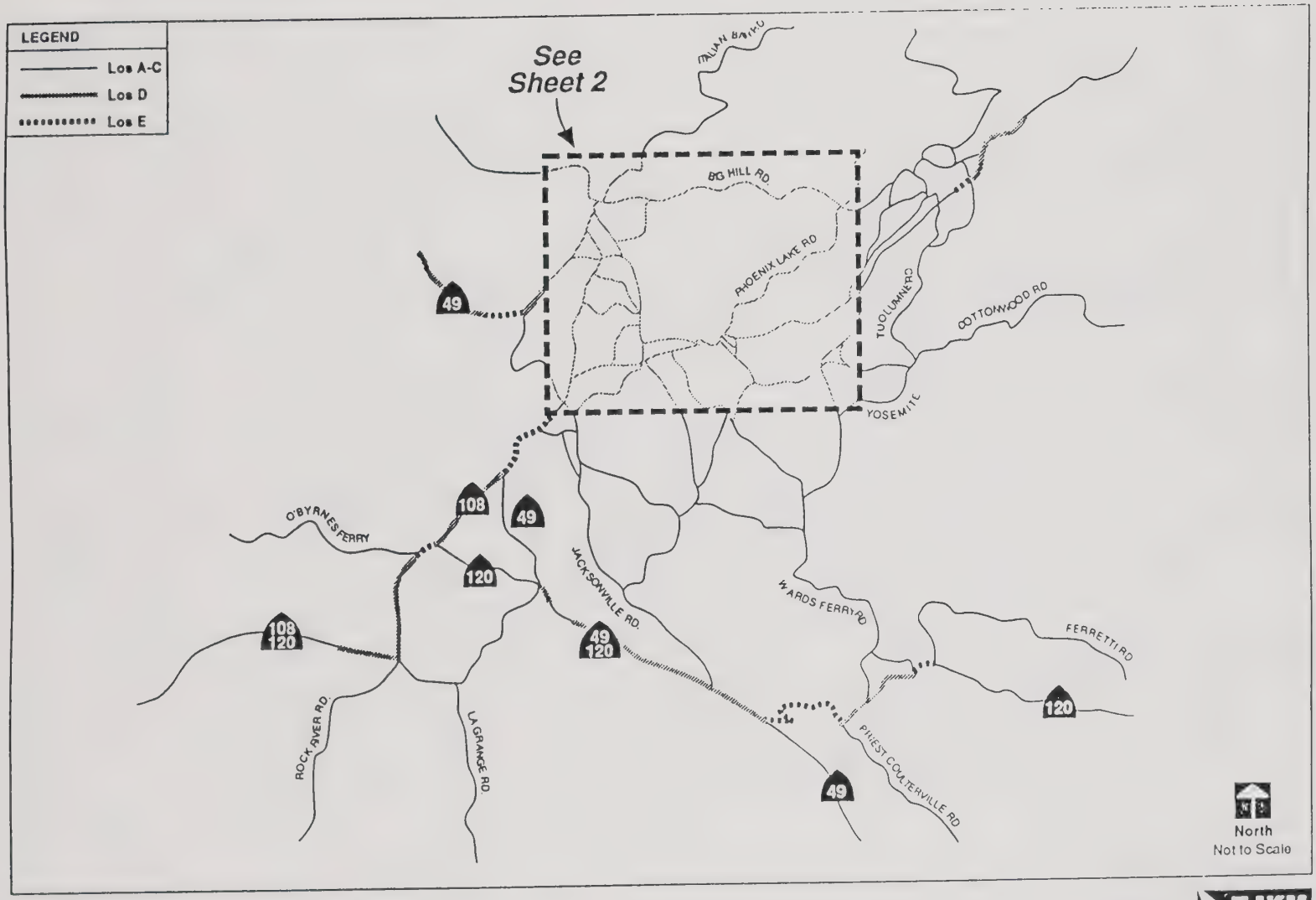
Roads segments currently operating with capacity deficiencies, as defined under the updated County General Plan Circulation Element and based on the Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy, are summarized in Table VII-5.

Table VII-5
Summary
1993 Existing Roadway Deficiencies[3]

Roadway Segment	*Level of Service P.M. Peak Hour*
Highway 108 - w/o Tuolumne Rd., e/o East Ave., w/o Bell Mooney Rd., e/o O'Byrnes Ferry Rd.	E
Highway 49 - Sonora cutoff to Montezuma area.	E
Highway 120 - Priest Grade and w/o Ferretti Rd.	E
Mono Way - Stewart St. to Greenley Rd.	E
Washington St. - Elkin St. to Restano Way	E

2 Source: Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy, TJKM, January 1996.

3 Source: Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy, TJKM, January 1996.



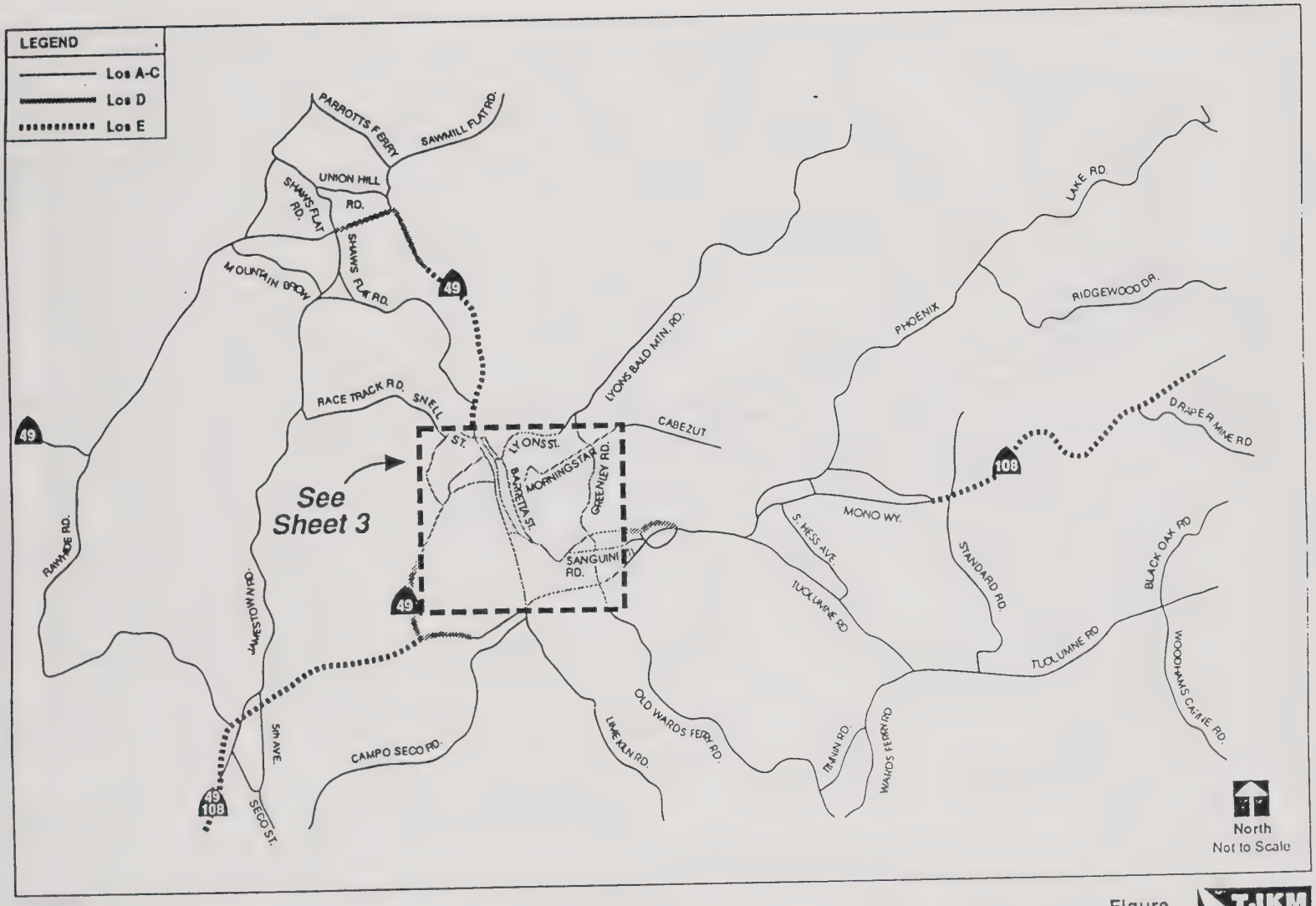
Tuolumne County Traffic Model Study

Existing (1993) Peak Hour Roadway Deficiencies (Sheet 1 of 3)

Figure 4-1

137-008 - 3/94 - PM

Figure VII-6
1993 Peak Hour Roadway Deficiencies



Tuolumne County Traffic Model Study

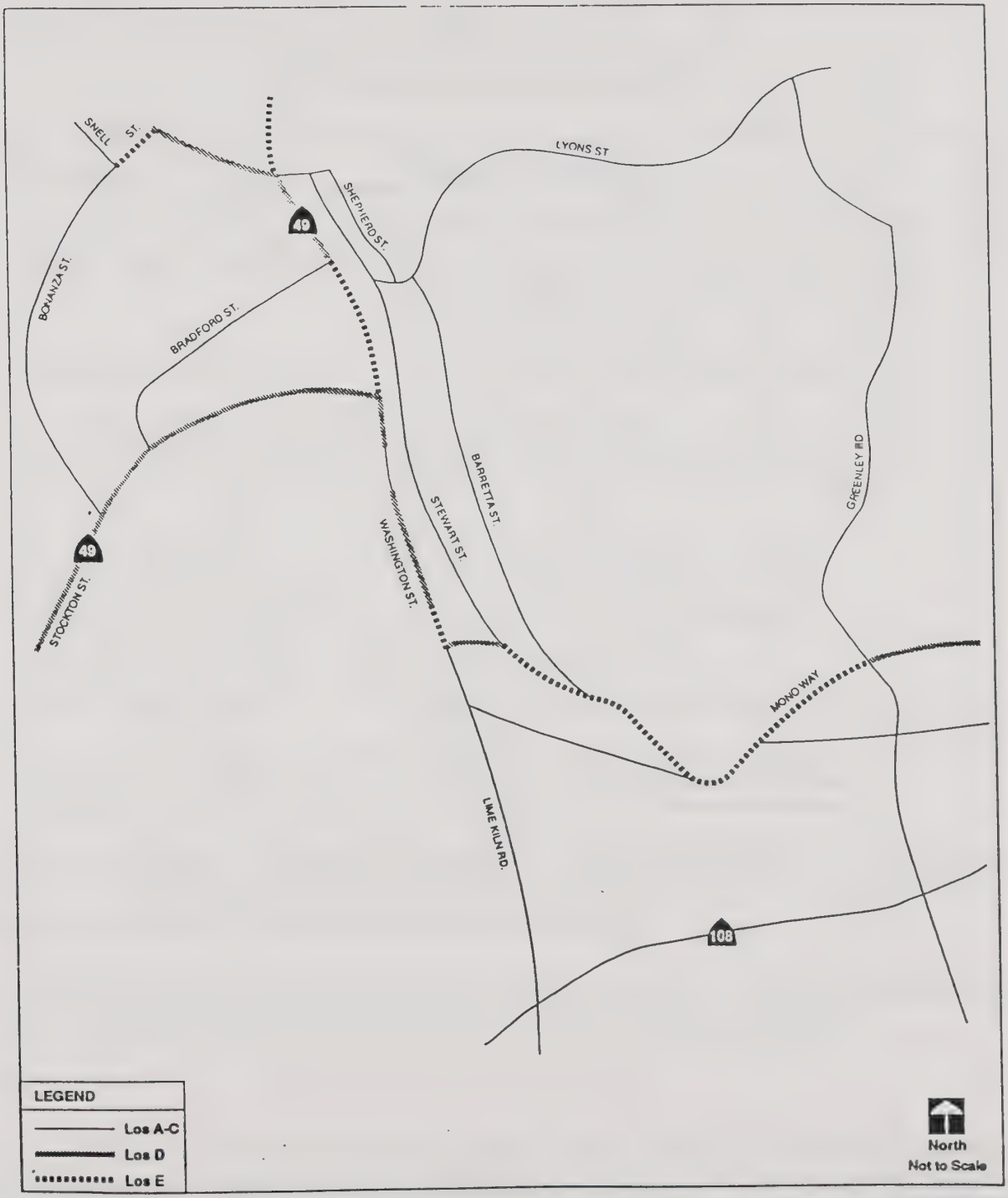
Existing (1993) Peak Hour Roadway Deficiencies (Sheet 2 of 3)

Figure 4-2

137-008 - 8/95 - GS

Figure VII-7
1993 Peak Hour Roadway Deficiencies

Figure VII-8
1993 Peak Hour Roadway Deficiencies



Tuolumne County Traffic Model Study
Existing (1993) Peak Hour Roadway Deficiencies (Sheet 3 of 3)

Figure **4-3**

TJKM

137-008 - 8/95 - GS

Intersections also were studied in 1993 to determine the potential need for signals under existing, 1993, conditions. Seven intersections were found to warrant signals and alternative mitigations were identified for other intersections, subject to more detailed studies prior to expending funds for the improvements. The intersections identified as needing improvements are summarized in Table VII-9.

Table VII-9
Proposed Intersection Improvements for
1993 Identified Deficiencies[4]

Intersection	*Mitigation Proposed*
Rt. 108 and Rawhide Road	Signalize intersection in alignment with N. Main Street.
Rt. 108 & Jamestown Rd./Fifth Ave.	Signalize intersection at 5th Ave. and prohibit left-turns from and onto Hwy. 108 at the Jamestown Rd. intersection. Combine with Rawhide Road.
Rt. 108 & O'Byrnes Ferry Road	May need signals. Combine mitigation with Yosemite Junction.
Rt. 108 & South Main St. (Jamestown)	Divert traffic to other possible new Jamestown signals.
Rt. 108 & Rt. 120 (Yosemite Junction)	Signalize intersection or construct grade separation.
Greenley Rd. and Mono Way	Additional through lanes on Greenley Road.
S. Washington St. and Bradford St.	Signals warranted, but not recommended.
Rt. 49 and Parrotts Ferry Rd.	Signalize intersection.
Rt. 108 & Phoenix Lake Rd.	Signalize intersection of the future Hess Ave. realignment at Mono Way.
Rt. 108 & Soulsbyville Rd.	Signalize intersection or construct interchange.

The cost of mitgating existing countywide road deficiencies is estimated to be $2,428,000. These deficiencies are planned to be corrected with a combination of previously collected traffic impact fees and Federal funds available through the Intermodal Surface Transportation Efficiency Act (ISTEA).

On the State highway system, there are $47,200,000 in existing deficiencies. $55,362,000 is programmed in the State Transportation Improvement Program (1994) for Stage I of the East Sonora Bypass.

Future Conditions

To assess the implications of the Draft General Plan Update, future travel demand caused by growth was model estimated and the operation of the County's future transportation system as developed under the Draft General Plan Update was evaluated. The analysis focused on 2015 travel demand and projected needs. Travel forecasts were

4 Source: Circulation Draft - Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy prepared for Tuolumne County and Cities Area Planning Council by TJKM Transportation Consultants, February 28, 1996.

also made for 2020 conditions so that transportation corridors that would be needed beyond 2015 under the Draft General Plan Update could be identified.

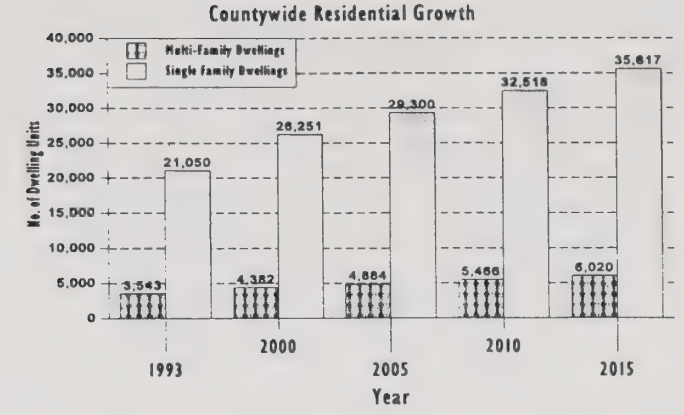
The State Department of Finance estimates Tuolumne County population in 2015 to be 89,150 (Table VII-10). To accommodate such growth, an estimated 17,044 additional homes will be necessary along with approximately 2,642,800 square feet of commercial development and 802,000 square feet of industrial development will occur if historical development patterns reoccur. [5]In the simplest terms, this growth (2015) will generate 167,498 new daily vehicle trips on the County's road system. Furthermore, when the County reaches 97,100 population, a total of 198,358 new daily trips will be added to the transportation system from 1993 levels.

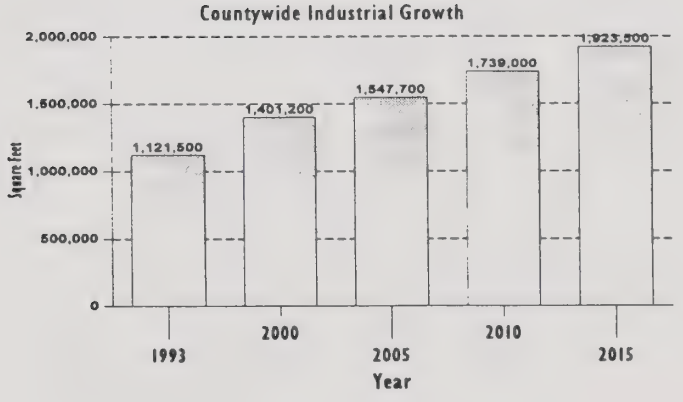
Table VII-10
Department of Finance Population Estimates - 1930 Through 2020

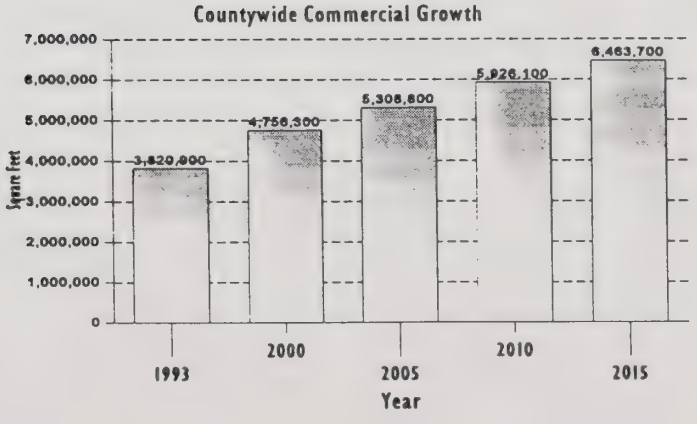
Year	*Population*	*Change from Preceding Record Year*	
		No. of Persons	*% Average Annual Growth*
1930	9271	N/A	
1940	10887	1616	1.7
1950	12584	1697	2
1960	14404	1820	0.2
1970	22169	7765	5.3
1980	33928	11759	5.3
1990	48456	14528	4.3
1993	52700	4244	2.9
2000	65800	13100	3.5
2005	73500	7700	2.3
2010	81200	7700	2.3
2015	89150	7950	2
2020	97100	7950	2

5 Tuolumne County Traffic Model Land Use Growth Projections for 1993-2015, as adopted by the Tuolumne County and Cities Area Planning Council.

Figure VII-11
Estimated Countywide Land Use Growth Projections to 2015[6]
(Including the City of Sonora)







6 Tuolumne County Traffic Model Land Use Growth Projections for 1993-2015, as adopted by the Tuolumne County and Cities Area Planning Council.

Figure VII-12
Future (2015) Roadway Deficiencies W/O Road Improvements

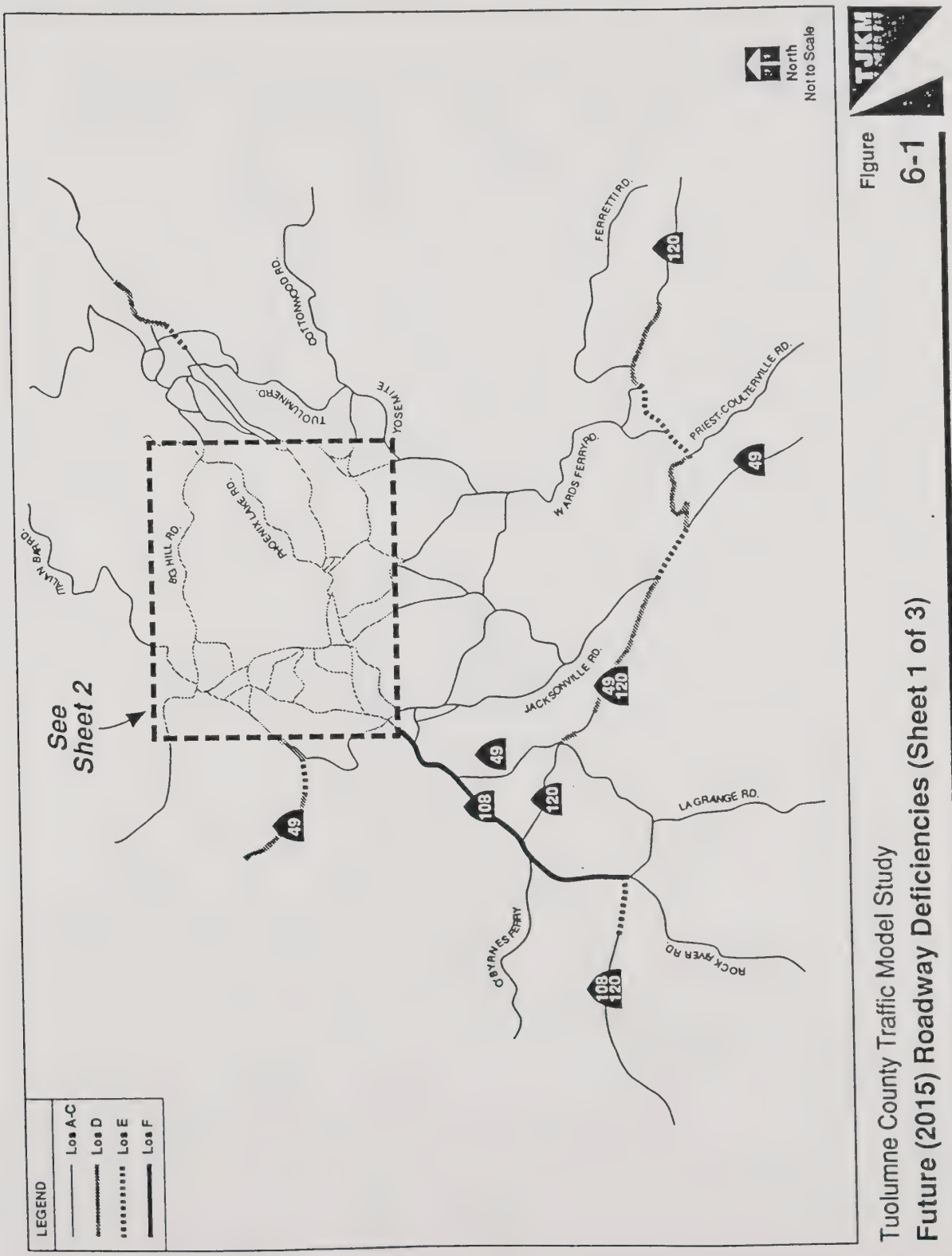


Figure VII-12 (continued)
Future (2015) Roadway Deficiencies W/O Road Improvements

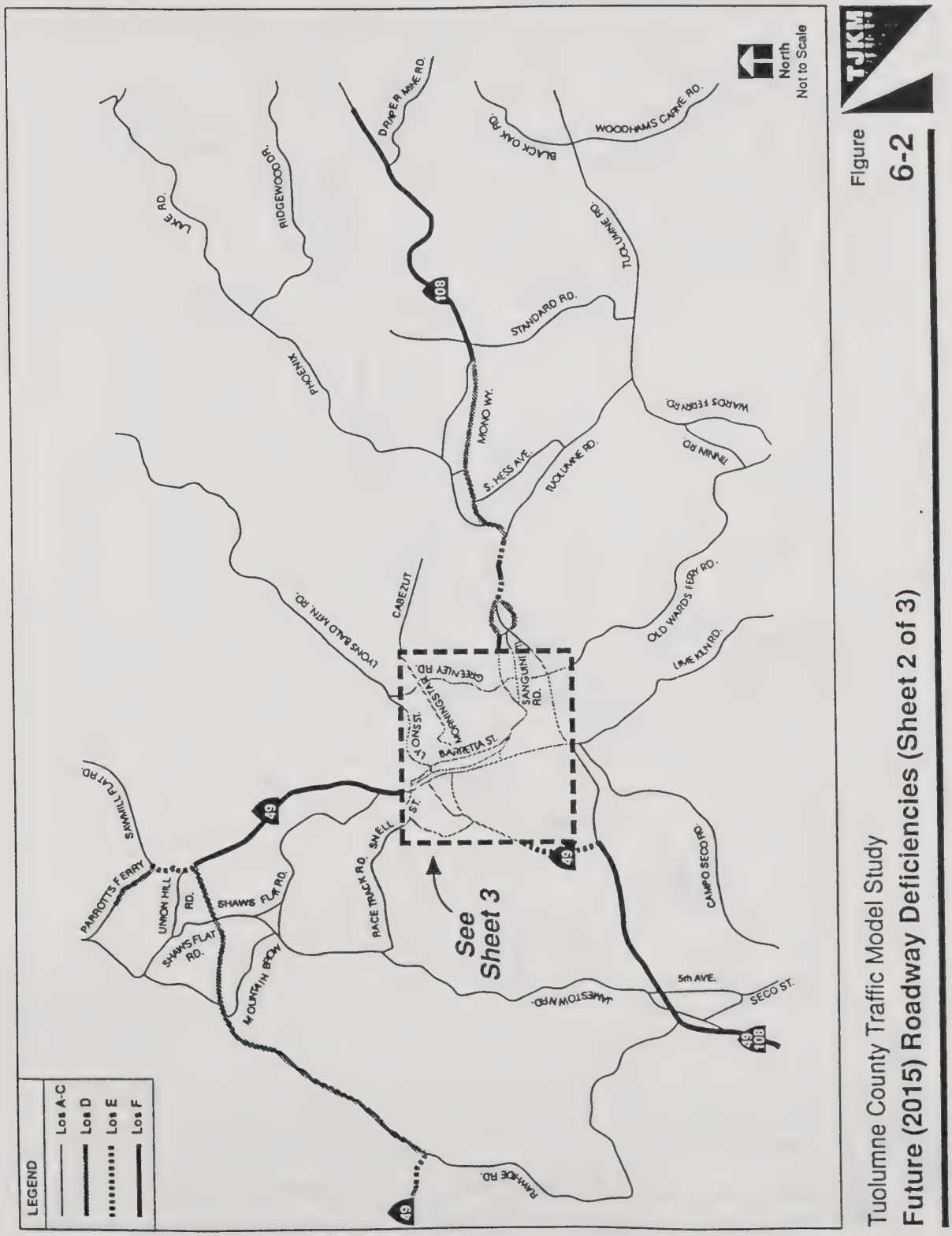
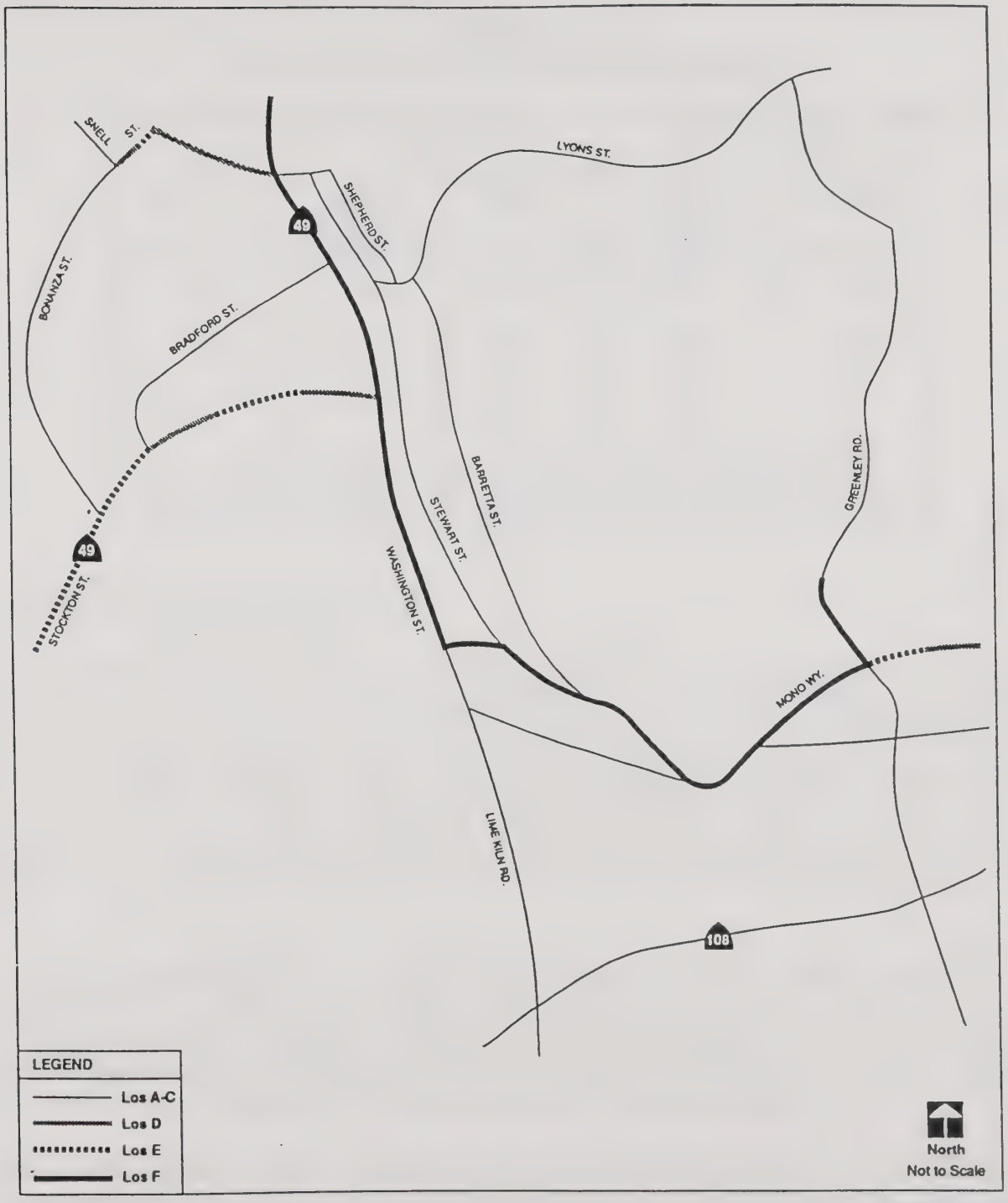


Figure VII-12 (continued)
Future (2015) Roadway Deficiencies W/O Road Improvements



Tuolumne County Traffic Model Study

Future (2015) Roadway Deficiencies (Sheet 3 of 3)

Figure **6-3**

137-008 - 8/95 - GS

Without the proposed Road Improvement Program, many future roadway capacity deficiencies will occur on segments which have a degree of current deficiency. The traffic on those segments will generally worsen by at least one service level. Table VII-13 illustrates the amount of road sections in each level of service category for Tuolumne County's "Base Case" scenario, meaning without implementation of RTP Policies.

Table VII-13
Summary of Roadway Segment Levels of Service

Level of Service	*1993*		*2015 Base Case*	
	Length (miles)	*Share*	*Length (miles)*	*Share*
A-C	904.2	95%	864.5	91%
D	32.7	4%	44.5	5%
E	11.5	1%	19.5	2%
F	0	0%	20.5	2%
Total	**948.4**	**100%**	**949**	**100%**

Future Conditions with Proposed Improvements

The Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy (February 1996) recommends the list of road improvements shown on Table VII-14 to accommodate forecasted 2015 traffic growth. The estimated cost of these road improvement projects is $56,477,000 on County roads and $87,622,000 of State highway improvements. However, the adoption of any road improvement program should consider public comments, economic benefits and financial constraints. These factors may change the list of projects in Table VII-14 before its final adoption. If projects listed in Table VII-14 are deleted from the road improvement program, alternative projects or mitigation measures, including further restrained growth, should be considered.

It should be noted that this analysis does not identify project specific land development impacts or localized traffic circulation, maintenance and safety needs. Development patterns will be dictated by costs, land use marketability, geographic constraints and infrastructure availability. It is simply impossible to predict the location, density and timing of project specific growth at this time. The localized impacts of individual development proposals should be identified and mitigated pursuant to RTP policies at the time of project submittal.

Proposed road improvement projects are within existing or known transportation corridors. Identification of the specific impacts of proposed road improvement projects are outside the scope of this analysis. Project level analysis will identify and consider impacts after project funding is allocated and projects proceed through the project development process.

Table VII-14
Proposed Capacity Increasing Improvement Projects

No.	*Regional Projects*
1.	Greenley Road Extension from Lyons Street to Route 49
2.	Mono Way from Greenley Road to Route 108 (4 lanes)
3.	Mono Way/Rt. 108 from Phoenix Lake Road to Standard Road (4 lanes)
4.	Cabezut Extension from Cabezut Court to N. Hess Road
5.	Greenley Road between Cabezut Road and Lyons Bald Mountain (4 lanes)
6.	Rts. 108/49 Rawhide Road & Jamestown Road (bridge, signals and realignment)
7.	Parrotts Ferry Road from Route 49 to Gold Springs Street (widen)
8.	Tuolumne Road from Standard Road to Woodhamss Carne Road (passing lanes and turnout)
9.	Standard Road from Tuolumne Road to Route 108 (paving improvement and realignment)
10.	Peaceful Oak Road Extension to Phoenix Lake Road
11.	Greenley Road/Mono Way (widen and add lanes)
12.	Rt. 108/ Lime Kiln Road/S. Washington Street (add lanes near intersection)
13.	Realign Old Wards Ferry Road
14.	N. Hess Interchange with Hwy. 108 Bypass
15.	Local Traffic Signal Fund
16.	Local Share of improvements at Local intersections with State Highways
	State Highway Projects
17.	Rt. 108 East Sonora Bypass; Stage I from Mono Way to Standard Road (4 lanes)
18.	Rts. 108/49 from the Route 49 Junction south to Route 49 Junction north (4 to 6 lanes)
19.	Rt. 108 East Sonora Bypass Stages II and III; from Standard Road to N. Sunshine (4 lanes)
20.	Rt. 49 from Greenley Extension to Parrotts Ferry Road (4 lanes)
21.	Rt. 108 from Yosemite Junction to Route 49 South (4 lanes)
22.	Rt. 120, Priest Grade from the bottom of the Old Priest grade to the top (passing lanes)
23.	Rt. 120/108 from Green Spring Road to Yosemite Junction (4 lanes)
24.	Rt. 108 from Route 49 Junction to Mono Way (4 lanes)
25.	Rt. 120 Groveland Bypass from Wards Ferry Road to Ferretti Road (2 lanes)
26.	Rt. 49 from Snell Street to Greenley Extension (widening)
27.	Rt. 108 from Coffill Road to Sierra Village (widening, passing lanes and turnouts)
28.	Rt. 49 from N. Shaws Flat Road to County Line (passing lanes and realignments)
29.	Rts. 108/120 Yosemite Junction (construct interchange)
30.	Rt. 108/Rt. 49 interchange improvements south of Sonora
31.	State Signal Fund
32.	State/Local Traffic Signals

Assuming that funding will occur and the list of projects on Table VII-14 is constructed, most deficiencies will be mitigated and 2015 roadway levels of service will be improved from the base case 2015 scenario pursuant to Table VII-15.

Table VII-15
Summary of Roadway Segment Levels of Service

Level of Service	1993		2015 Base Case		2015 w/CIP	
	Length (miles)	Share	Length (miles)	Share	Length (miles)	Share
A-C	904.2	95%	863.8	91%	906.6	94%
D	32.7	4%	44.5	5%	42.6	4%
E	11.5	1%	19.5	2%	10.7	1%[7]
F	0.0	0%	20.5	2%	6.9	1%[6]
Total	**948.3**	**100%**	**948.3**	**100%**	**967.3**	**100%**

Note that, when compared with the 2015 Base Case Scenario, roadway deficiencies have been reduced from nine percent to six percent with the full implementation of the proposed *Road Improvement Program*. The worse segments, operating at LOS E and F, have been reduced from four percent to 2 percent.

Tables VII-17 and VII-18 list all roadways and intersections that are designated collector or arterial roadways. Further illustrated on Tables VII-17 and VII-18 are the 2015 level of service of deficient roadways after mitigation improvements are constructed.

Year 2020

The transportation model impact analysis focused on 2015 travel demands and needs. Travel forecasts were also made for 2020 conditions so that transportation corridors that would be needed beyond 2015 could be identified. This long range evaluation is a less precise analysis of future travel conditions than the 2015 analysis. Its purpose is to give a general indication of the magnitude of travel demands and needs when Tuolumne County reaches a population of approximately 97,100.

The average daily traffic volumes and roadway levels of service for various sections of minor collector, collector and state highways are listed in Table VII-15. Sections of the roads identified in Table VII-16 are forecasted to become deficient due to growth permitted by the Draft General Plan Update after implementation of the Road Improvement Program:

7 General Plan Update Circulation Element Program 2.A.q specifically provides for denial of projects that exacerbate an identified deficiency in Local roads or State highways in the absence of an approved plan and funding program to provide needed improvements, thus, level of service F conditions may not actually occur.

Table VII-16
Remaining Capacity Deficiencies with Buildout of Proposed CIP

Street	*1993*	*2015*	*2020*
Greenley Rd n/o Mono Way	C	E	E
Greenley Rd s/o Lyons St	A	E	E
S.R. 49 s/o Parrotts Ferry	C	E	E
S.R. 49 e/o Jamestown Rd	E	D	E
Cabezut Rd	B	D	E
S.R. 120 at Priest Grade	C	E	E

Table VII-17
Average Daily Traffic and Level of Service for 1993 Through 2020

Street	*Location*	*1993*		*2015 w/CIP*		*2020 w/CIP*	
		ADT	*LOS*	*ADT*	*LOS*	*ADT*	*LOS*
Barretta St	s/o Lyons St	100	A	1,300	A	1,416	A
Big Hill Rd	e/o Yankee Hill Rd	1,200	A	2,300	A	2,505	A
Black Oak Rd	e/o Tuolumne Rd	1,700	A	2,800	A	3,049	A
Bradford St	n/o S.R. 49	1,300	A	2,400	A	2,614	A
Broadway St	n/o Springfield Road	6,706	B	10,875	C	11,843	D
Business 108	e/o Loop Rd	10,700	D	17,580	C	19,145	D
	e/o Mono Way	22,349	D	22,481	D	24,482	D
Cabezut Rd	e/o Greenley Rd	3,509	B	11,800	D	12,850	E
Campo Seco Rd	w/o Lime Kiln Rd	3,100	A	3,900	A	4,247	A
Carter St (Tuol)	w/o Tuolumne Rd North	3,800	A	6,100	B	6,643	B
Cherokee Rd	e/o Tuolumne Rd	1,900	A	2,500	A	2,723	A
Chestnut Ave	w/o West Carter St	3,300	A	4,600	A	5,009	A
Crystal Falls Dr	n/o Longeway Rd (1)	3,400	A	8,500	C	9,257	C
	s/o Creekside Dr	1,900	A	1,900	A	2,069	A
Donovan St	s/o Main St	1,045	A	3,700	B	4,029	B
Draper Mine Rd	s/o S.R. 108	700	A	1,800	A	1,960	A
East Ave	s/o Twain Harte Dr	1,500	A	1,700	A	1,851	A

Street	Location	1993		2015 w/CIP		2020 w/CIP	
		ADT	LOS	ADT	LOS	ADT	LOS
East Sonora Bypass	e/o Mono Way	n/a	n/a	28,800	D	31,363	D
	e/o Standard Rd	n/a	n/a	23,000	C	25,047	D
Greenley Rd	n/o Mono Way	12,256	C	21,256	E	23,148	E
	s/o Lyons Bald Mtn Rd	3,160	A	19,651	E	21,400	E
Hess Ave	s/o S.R. 108	2,000	A	3,500	A	3,812	A
Hospital Rd	s/o Washington St	4,200	A	3,300	A	3,594	A
Hunts Rd	e/o Sunshine Dr	1,200	A	2,100	A	2,287	A
Italian Bar Rd	e/o Jackson St	1,000	A	1,600	A	1,742	A
Jackson St (Col.)	e/o Broadway St	1,700	A	1,800	A	1,960	A
Jamestown Rd	s/o Racetrack Rd	2,700	A	5,300	B	5,772	C
Jmtwn/Shaws Flat Rd	s/o S.R. 49	2,900	A	4,100	A	4,465	B
Joaquin Gully	n/o Twain Harte Dr	2,600	A	3,380	B	3,681	B
Kewin Mill Rd	e/o Phoenix Lake Rd	1,800	A	3,600	A	3,920	B
	e/o Soulsbyville Rd	1,300	A	2,080	A	2,265	A
Lime Kiln Rd	s/o S.R. 108	2,500	A	7,800	C	8,494	c
Longeway Rd (1)	s/o South Fork Rd	1,700	A	2,300	A	2,505	A
Longeway Rd (2)	e/o South Fork Rd	700	A	1,000	A	1,089	A
Loop Rd	e/o Sanguinetti Rd	10,400	D	11,603	D	12,636	D
Lyons St	w/o Barretta St	7,500	C	5,800	B	6,316	C
Main St (Jmtwn)	w/o Jmtwn/Shaws Flat	3,300	A	3,700	B	4,029	B
Main St (Tuol)	e/o Yosemite Rd	3,300	A	4,600	A	5,009	A
Middle Camp Rd	e/o Longeway Rd	1,600	A	2,100	A	2,287	A
Mono Way	e/o Stewart St	13,300	E	21,700	F	23,631	F
	e/o Greenley Rd	18,600	E	21,010	D	22,880	D
	e/o Tuolumne Rd	28,342	D	23,648	D	25,753	D
Mtn. Brow Rd	n/o Shaws Flat Rd	200	A	400	A	436	A
North Sunshine Rd	w/o Ridgewood Dr	4,400	A	3,000	A	3,267	A
Old Buchanan Mine Rd	s/o Tuolumne Rd North	900	A	1,800	A	1,960	A
Old Wards Ferry Rd	s/o Sanguinetti Rd	800	A	1,000	A	1,089	A
Old Phoenix Lake Rd	n/o Phoenix Lake Rd	200	A	300	A	327	A

Street	Location	1993		2015 w/CIP		2020 w/CIP	
		ADT	LOS	ADT	LOS	ADT	LOS
Parrotts Ferry Rd	n/o North Airport Rd	4,886	B	8,783	C	9,565	C
	n/o S.R. 49	12,290	C	21,181	D	23,066	D
Phoenix Lake Rd	n/o Ridgewood Dr	5,000	B	9,200	B	10,019	C
	n/o Crystal Falls Dr	2,600	A	4,700	A	5,118	B
	n/o Peaceful Valley Rd	7,200	B	3,700	A	4,029	A
Racetrack Rd	e/o Jmtwn/Shaws Flat	1,200	A	1,000	A	1,089	A
Rawhide Rd	n/o S.R. 108	4,100	B	7,000	C	7,623	C
Ridgewood Dr	s/o Phoenix Lake Rd	600	A	3,700	B	4,029	B
S.R. 49	e/o Shaws Flat Rd	4,600	B	12,700	D	13,830	D
	n/o S.R. 108	15,000	D	16,900	E	18,404	E
	e/o Jamestown Rd	21,300	E	40,500	D	44,105	E
	s/o Parrotts Ferry Rd	14,500	C	29,900	E	32,561	E
S.R. 49	w/o Springfield Rd	3,100	A	9,100	C	9,910	C
	s/o Lyons St	20,800	F	20,500	F	22,325	F
S.R. 108	e/o Confidence Rd	10,674	B	15,538	B	16,921	C
	E. Draper Mine Rd	15,500	D	10,900	C	11,870	C
	w/o Tuolumne Rd	30,500	E	26,600	D	28,967	D
	w/o So. Washington St	14,100	C	30,000	C	32,670	C
	e/o Soulsbyville Rd	12,400	D	21,944	C	23,897	D
S.R. 120	e/o O'Byrnes Ferry Rd	18,200	E	36,840	D	40,119	D
	w/o La Grange Rd	14,466	D	24,989	C	27,213	C
S.R. 120/49	e/o Old Priest Grade	7,720	B	13,111	D	14,278	D
	w/o Ferretti Rd	9,355	D	6,785	C	7,389	C
	e/o Buck Meadows	2,400	A	6,911	C	7,526	C
Sawmill Flat Rd	e/o Parrotts Ferry Rd	3,400	A	7,500	B	8,168	B
School St	e/o Snell St	1,600	A	5,200	C	5,663	C
Shaws Flat Rd	n/o S.R. 49	2,100	A	2,300	A	2,505	A
Soulsbyville Rd	s/o Black Oak Rd	2,400	A	1,900	A	2,069	A
	n/o Black Oak Rd	1,200	A	2,700	A	2,940	A
	n/o S.R. 108	1,100	A	8,800	B	9,583	B

Street	Location	1993		2015 w/CIP		2020 w/CIP	
		ADT	LOS	ADT	LOS	ADT	LOS
Soulsbyville Rd *(cont.)*	s/o S.R. 108	3,300	A	6,600	B	7,187	B
Springfield Rd	e/o S.R. 49	1,300	A	2,600	A	2,831	A
Standard Rd	n/o Tuolumne Rd	3,800	A	9,600	B	10,454	C
Stewart St	n/o Lyons St	400	A	1,600	A	1,742	A
Tuolumne Rd	w/o Hess Ave	9,900	C	9,600	C	10,454	C
Tuolumne Rd North	e/o Cherokee Rd	3,100	A	4,900	B	5,336	B
	n/o Old Buchanan Mine	1,600	A	2,800	A	3,049	A
	s/o Cherokee Rd	1,900	A	3,500	B	3,812	B
Twain Harte Dr	e/o East Ave	3,700	A	3,800	A	4,138	A
	w/o East Ave	1,800	A	2,600	A	2,831	A
	e/o Hunts Rd	4,700	A	6,800	B	7,405	B
West Carter St	w/o Carter St	5,600	A	9,500	B	10,346	B
Woodhamss Carne Rd	s/o Tuolumne Rd	1,500	A	3,100	A	3,376	B
Yankee Hill Rd	e/o Jackson St	1,000	A	1,300	A	1,416	A
Yosemite Rd	e/o Woodhams Carne	800	A	1,500	A	1,634	A

Table VII-18
P.M. Peak Hour Intersection Analysis - Year 2015

Int #	*N-S Street*	*E-W Street*	*2015 Base Case*		*2015 w/CIP*	
			V/C	*LOS*	*V/C*	*LOS*
1204	Main St	S.R. 108	1.21	F	0.75	C
1217	Loop Rd	Mono Way	0.87	D	0.35	A
1218	Loop Rd	Sanguinetti Rd	0.76	C	0.76	C
1240	Restano Way	Washington St		n/a	0.61	B
1301	O'Byrnes Ferry Rd	S.R. 108	1.34	F	0.69	B
1302	S.R. 108	S.R. 120	1.15	F	0.75	C
1303	S.R. 49	S.R. 120	0.44	A	0.43	A
1308	Jamestown Rd	S.R. 108/49	1.38	F	0.85	A
1310	Parrott's Ferry Rd	Yankee Hill Rd	0.54	A	0.19	D
1318	Washington St	S.R. 49	1.07	F	0.88	D
1322	South Washington St	Snell/Elkin St	1.15	F	0.84	D
1324	Greenley Rd	Lyons St	0.43	A	0.82	D
1326	Mono Way	Lime Kiln Rd	1.33	F	0.84	D
1327	Parrott's Ferry Rd	Sawmill Flat Rd	0.89	D	0.69	B
1328	Parrott's Ferry Rd	S.R. 49	0.88	D	0.79	C
1332	Greenley Rd	Mono Way	1.23	F	0.73	C
1394	Rte. J59	S.R. 132	0.29	A	0.27	A
1401	Ferretti Rd	Hwy. 120	0.74	C	0.68	B
1407	Tuolumne Rd	S.R. 108	0.94	E	0.55	A
1408	Phoenix Lake Rd	S.R. 108	0.87	D	0.00	n/a
1409	South Hess Ave	S.R. 108	1.30	F	0.63	B
1412	Standard Rd	Tuolumne Rd	0.68	B	0.85	D
1413	Standard Rd	S.R. 108	1.31	F	0.89	D
1415	Longeway Rd	Crystal Falls Dr	0.48	A	0.59	A
1419	Joaquin Gully	Twain Harte Dr	0.18	A	0.20	A
1422	Tuolumne Rd North	S.R. 108	0.53	A	0.54	A
1429	Twain Harte Dr	S.R. 108	0.52	A	0.53	A
1454	South Washington St	Bradford St	0.98	E	0.89	D
1461	Lime Kiln Rd	S.R. 108	0.92	E	0.85	D
1467	North Hess Ave	S.R. 108	1.28	F	0.86	D
1471	S.R. 108	S.R. 49	0.91	E	0.00	n/a
1473	Soulsbyville Rd	S.R. 108	0.62	B	0.62	B
1476	Longeway Rd	Soulsbyville Rd	0.53	A	0.64	B
1528	Greenley Rd	Sanguinetti Rd	0.29	A	0.76	C

B. ***Issues***

1. Inadequate and unstable funding continues to severely limit road maintenance. The identified need for County pavement maintenance alone is as follows:

	1996
• Preventative Maintenance	$840,778
• Major Maintenance	$5,179,677
• Rehabilitation	$3,968,555
• Reconstruction	$9,374,779
Totals	**$19,363,789**

In addition to pavements, other "deferred" and normal maintenance activities, such as vegetation control and drainage, adds another $900,000 in costs to the County. About $3,000,000 is budgeted for County maintenance in Fiscal Year 1995/96. Pavement related maintenance activities will be limited to preventative and major maintenance until funding levels increase. With the road system continuing to deteriorate into more expensive repair scenarios, the deferred maintenance category costs are expected to increase.

2. *Increased demand for Local Transportation Fund (LTF) dollars for the Public Transportation System and the resulting loss of revenue for application towards County road maintenance.* Due primarily to cumulative growth in transit service demands, the Public Transportation System will require additional LTF dollars to meet its budget requirements. Stated simply, every dollar of LTF used on the Public Transportation System is one less dollar for use on County and City roads. State law specifies that LTF cannot be used for streets and road purposes until all reasonable local transit needs have been met.

3. To accommodate forecasted growth to the year 2015, $58.905 million in regional road capacity improvements and $190.184 million in State Highway capacity improvements will be needed beyond correcting identified existing deficiencies. After considering known existing and future revenue streams, $155.727 million in needed improvements will remain unfunded in Tier II.

4. The Caltrans' adopted System Improvement Strategy recognizes that even with a substantial increase in funding above existing programming levels, population and economic growth make it likely that highway service levels on many highways will decrease. Specifically, long sections of Highways 49, 108 and 120 will reach LOS F and require extensive and expensive improvement projects that may not be achievable given existing funding constraints.

Caltrans' System Improvement Strategy call for a State-Regional-Local-Private partnership to improve critical portions of the Highway System. This partnership hopes to establish a consistent view of future highway needs and responsibilities among agencies and private interests with a stake

in how effectively the corridor operates. This includes defining future travel demand, identifying workable improvements, determining shared responsibilities to achieve these improvements, and integrating these responsibilities into planning and financial mechanisms at all levels.

The need to establish this partnership stems from the following basic realities which must be addressed in planning for highway improvements over the next twenty years:

- While the original purpose of the State highway system is to provide interregional travel, future growth patterns will place an increasing proportion of commute and local traffic on many routes.

- Geographical constraints in mountainous rural counties greatly increase the cost of building a complete local road network, thus increasing the local community's realiance on the State system for local trips.

- Even with a substantial increase in funding, the State will simply not be able to meet all future State highway improvement needs.

- Devolution of government in 1990's places far greater responsibilities on local agencies to solve problems that have historically been addressed by Federal and State agencies.

- The State's position is that local and private entities, which in part create the need for highway improvements and which benefit from these improvements, should share the responsibility to plan and pay for them.

- The ability to move goods and services on State highways create both Statewide and local economic benefits.

These realities point to the need for a redefinition of the traditional relationship between agencies effected by highway improvements. While the State will continue to take a leadership role for improved facilities as owner/operator of the system, additional involvement is needed at the local level and by the private sector.

Tuolumne County, like some other jurisdictions, has become a part of this partnership. For seven years Tuolumne County devoted the majority of its local transportation funds and development impact fees toward the $5.8 million five lane widening of Highway 108 and the Sullivan Creek Bridge. This project was completed in 1994. For its part, the State programmed Stage I of the East Sonora Bypass in the 1992 State Transportation Improvement Program (STIP) at an estimated cost of $55.362 million. This project's funding included approximately $35 million in STIP County minimum funds plus an additional $20 million in State discretionary funding. When constructed, this project will have demonstrated the generous benefits of being a self-help County.

5. *Establishment of a strategic financing program for major road improvements.* There is a need to establish a comprehensive financing program that includes development impact mitigation fees, for use in financing major road improvements throughout the County. While such a program needs to be established in the very near future, this must be done in a timely manner which lends to the collection of sufficient money to construct needed improvements but does not rest solely on the back of local developers. Therefore, future financing programs should be designed so as to ensure that a given development is contributing sufficient funds to combine with other known funding sources to construct those improvements necessary to mitigate the additional burden placed on the road system by that particular development and benefit the general public.

C. *Objective & Policies*

Objective

To provide a street and highway system that is safe, efficient and coordinated to meet the transportation needs and environmental concerns within the County.

Policies

1. The needs of street and road users will be regularly assessed by local Planning Departments and Transportation Departments in the development review process.

2. Local agencies, in conjunction with Caltrans, will regularly conduct assessments of the current status of the highway system to determine the current level of needs in the system, and report those needs to the TCCAPC.

3. The traffic impacts of proposed land uses shall be evaluated and mitigated in relation to stated goals, policies and objectives of the RTP.

4. The TCCAPC shall set forth its recommendations for the future of the County's streets and highway system in each update of the RTP.

5. Local transportation departments will maintain and awareness of those portions of the streets and highway system which experience an unusual number of motor vehicle traffic accidents, design necessary improvements and implement necessary improvements in a timely manner.

6. The TCCAPC shall encourage the identification and implementation of mitigation measure for all projects impacting local arterial and collector roads.

7. The TCCAPC shall continue to coordinate a financially constrained Regional Transportation Improvement Program.

8. The TCCAPC shall continue to coordinate with Federal, State and local agencies and developers to secure financing in a timely manner for all components of the transportation system to achieve and maintain adopted level of services standards.

D. *Past Plan Accomplishments*

1. In 1996, the East Sonora Bypass Extension Environmental Impact Report (EIR) was completed. Federal approval of the EIR is expected by the end of the year.

2. In 1996, the TCCAPC completed the Countywide Traffic Circulation System Model, Transportation Improvement Program and Funding Strategy. This document will serve as a foundation for many planning and programming decisions in the future.

3. In 1995, the Foothill to Valley Intermodal Subarea Transportation Study was completed. The Study was conducted through a cooperative partnership between Caltrans and Tuolumne, Calaveras, Amador, Stanislaus and San Joaquin Counties.

4. In 1992, Stage I of the East Sonora Bypass Extension was programmed in the State Transportation Improvement Program (STIP), with an estimated cost of $55.362 million.

5. Construction of the $18 million Sonora Bypass was completed in 1989.

6. The Highway 108 Widening Project and the Sullivan Creek Bridge Replacement project on existing SR 108 have been the top priority transportation improvement project for several years. For seven years Tuolumne County has devoted the majority of its local transportation improvement and traffic mitigation fee monies on the SHS. The improvements on the existing SR 108 have greatly improved the flow of both local and interregional traffic.

7. The $1.3 million Sullivan Creek Bridge Replacement project was placed in the STIP in 1985 at a cost sharing of $325,000 (25%) State and $925,000 (75%) County. The project was completed in 1991.

8. The $600,000 South Washington Street/Mono Way intersection project was placed in the STIP in 1986 at a cost sharing of 50% State and 50% City of Sonora. In 1994, Caltrans and the City of Sonora completed an agreement whereby the City would take over the project as a City project with Caltrans contributing 50% of the cost. The current estimate of the project is $1,221,000 with construction programmed for FY 1995/96.

9. The $5.8 million five lane widening of Mono Way (Highway 108) was constructed in a cooperative effort between Caltrans and the County of Tuolumne in 1994.

10. In accordance with its designation as a CTC "Long Lead Study List" project, preliminary engineering and environmental review work on the Sonora Bypass Extension project was started.

11. The County of Tuolumne completed its review of the EIR for the Greenley Road Extension - North project and a letter was forwarded to FHWA recommending that FHWA certify the EIR. The Greenley Road Extension project was defunded in 1989.

12. The East Sonora Traffic Circulation Study was completed in 1985 which outlined the need for several major improvements to Mono Way (Highway 108), Phoenix Lake Road and Tuolumne Road. Also recommended were two extensions of Cabezut Road and the Sonora Bypass Extension. The proposed extension of Terrace Drive to Sanguinetti Road was specifically rejected as a viable alternative. The study went on to recommend that these improvements be financed by a combination of development mitigation fees.

13. In January 1986, the Board of Supervisors adopted the "Tuolumne County Road Improvement Plan". This plan, later updated in July 1986, recommended that virtually every road improvement contained in the 1984 RTP and the East Sonora Traffic Circulation Study be constructed via a combination of development mitigation fees and a local one cent sales tax.

14. The "Tuolumne County Road Facility Improvement Act" (AB 3937, 1986 - N. Waters) was introduced and passed allowing for a local election on a one cent sales tax measure for road improvements.

15. Both the City of Sonora and County of Tuolumne approved Road Expenditure Plans and placed the financing of same via a one cent sales tax before local voters in the form of Measures D and G. On November 4, 1986, both measures were defeated by a 3 to 1 margin.

16. In October 1986, the Board of Supervisors formally adopted a policy to require all new development to sign agreements stating that they "promise to pay" their fair share of future road improvement costs through road impact fees. Appropriate fees were to be established through a future study developed in 1989. The Sonora City Council also agreed to participate in the preparation of such a study.

17. AB 3303 (1986 - N. Waters) was introduced and passed which will allow the use of LTF dollars to fund improvements on that portion of existing Highway 108 which will be paralleled by the Sonora Bypass and Sonora Bypass Extension.

18. The Greenley Road/Highway 108 traffic light was installed and related intersection improvements constructed in 1986 under a City/Caltrans cooperative agreement.

19. The Greenley Road/Cabezut Road traffic signal was installed and related intersection improvements constructed in 1994.

20. The Mono Way/Tuolumne Road traffic signal was installed as part of the Mono Way (Highway 108) widening project.

21. Various improvements throughout the County were constructed by developers in-lieu of paying developer impact fees.

22. The South Greenley extension (Mono Way to Sanguinetti Road) and major improvements to Sanguinetti Road was constructed in 1993 by City developers in-lieu of paying impact fees.

23. The TCCAPC contracted with a consulting firm in November 1993 to develop a countywide traffic model and update the County's adopted traffic impact fee program. The Study was completed and accepted by the TCCAPC, Board of Supervisors and City Council in 1996. Discussion on adoption of a Road Improvement Program and Funding Strategy is continuing.

24. In 1996, the City of Sonora completed the realignment of Mono Way and South Washington Street by constructing Restano Way, including the provision of two traffic signals. The estimated construction cost of this project was $760,000.

E. *Future Actions*

1. With the construction of the Sonora Bypass Extension to Standard Road in FY 2000/2001, existing SR 108 will continue to be used by interregional traffic until the year 2001 and possibly beyond. The existing segment of Mono Way (SR 108) will remain on the SHS until the completion of the proposed Sonora Bypass Extension project.

2. By adopting the 1996 RTP, the TCCAPC is conceptually adopting the "Short and Long Range Road Improvement Plans" for both the City of Sonora and County of Tuolumne (see Table VII-12). However, contingent upon completion of funding constraints, these road improvement plans may be amended accordingly.

3. By adopting the 1996 RTP, the TCCAPC is also adopting the "Short and Long Range Highway Improvement Plan" for the State of California (see Table VII-12).

4. The TCCAPC and the County of Tuolumne shall work with Caltrans towards selecting a preferred route between the northern and southern alternatives for the Groveland Bypass.

5. The TCCAPC and the County of Tuolumne shall resist efforts to reduce Tuolumne County's share of Forest Reserve dollars.

6. The TCCAPC, County of Tuolumne and the City of Sonora are encouraged to continue to support legislation aimed at increasing revenues for local road maintenance and improvements.

7. The County of Tuolumne and City of Sonora are encouraged to complete updates to their respective road standards. Preparation of City and County road standards should be coordinated so as to encourage local consistency.

8. All proposals for new development should be required to identify and mitigate the projected traffic impacts of the development.

9. Local agencies will forward a copy of each development request having significant traffic impacts to the TCCAPC and Caltrans, for comment on the anticipated impact from the development.

10. The County and City should either deny such requests or require such mitigation measures as will be necessary or appropriate in keeping with the policies of the appropriate jurisdiction.

11. Local agencies should collect fair share road assessment sums from developers in accordance with policies developed.

12. Action shall be taken to ensure that both the existing and proposed street configurations serve the ultimate functions they are intended to serve by protecting their alignments from encroachments.

13. The TCCAPC should direct staff to approach Caltrans regarding the development of an agreement which will assure that appropriate traffic mitigation measures are developed and constructed by development projects encroaching upon all State highway within Tuolumne County. Particular emphasis will be given to those development projects occurring on Highway 108.

14. The TCCAPC shall direct its staff to investigate the implications of a policy which states that "no road improvement project shall be placed on any of the RTP's adopted road improvement plan lists prior to having preliminary engineering and initial study environmental reports completed on each project".

15. The TCCAPC shall work with the County of Tuolumne in developing a policy aimed at reducing road maintenance miles and/or limiting acceptance of roads in new development projects to those new roads which will clearly benefit the County's overall transportation system.

16. The TCCAPC shall investigate the possibility of the development of a new formula for the distribution of forest reserve dollars to the County which more realistically reflects forest related impacts on the local streets and highway system. Included in this research will be consideration of establishing a guaranteed minimum annual allocation to the County.

17. The County of Tuolumne shall and the City of Sonora is encouraged to cooperate in a study to develop precise improvement plans for those roads of mutual interest (e.g. roads in the Greenley Basin area, the Snell Street/Racetrack Road area, etc.). Development potential should be considered in planning roadway improvements.

18. The TCCAPC shall support and actively participate in the Caltrans System Planning efforts.

19. The TCCAPC shall continue to support and facilitate financing of improvements at the intersection of Rawhide Road and Highway 108.

20. The TCCAPC shall continue to support and facilitate the financing and development of an interchange and/or safety improvements at Soulsbyville Road and Highway 108.

21. The TCCAPC shall continue to support and facilitate financing and development of an interchange at Hess Avenue and the East Sonora Bypass Extension.

F. *Financial*

This 1996 Regional Transportation Plan (RTP) Update for Tuolumne County covers the ten year program period from Fiscal Year 1996/1997 to Fiscal Year 2016/17.

There are no stable funding sources for most of the roadway improvements listed in Table VII-14. If funding sources are not identified for some or all of the improvements and implemented through a Capital Improvement Program, then there will be significant impacts on some or all of the roadways identified in Figure VII-12. In the absence of an approved road improvement program or project that mitigates growth impacts, local agencies should consider denial of development projects that exacerbate identified deficiencies.

This RTP demonstrates that Tuolumne County is a self help County. The County has appropriated local funds to improve the segment of existing SR 108 that is proposed to be bypassed. This commitment of local funds to a project that is on in the SHS demonstrates the sincere desire of local government to improve the local and interregional streets and highways network in Tuolumne County.

A listing of proposed local, State and Federally funded Highway Projects has been added to this 1996 RTP Update, including road improvement projects at various locations throughout the County of Tuolumne. This list contains both funded (Tier I) and non-funded (Tier II) projects proposed to be constructed in Tuolumne County in the next ten years.

As the Tier I program of projects is within the expected funding availability, the RTP is financially constrained. The following summary table of estimated revenues by source illustrates the anticipated funding to complete programmed projects.

Estimated Local, State and Federal Highway Improvement Revenues 1996/97 through 2006/2007

Category	*Local Match*	*State*	*Federal*	*TOTAL*
Regional Surface Transportation Program (annual apportionment, Exchange/State Match Program)			$5.0	**$5.0**
Federal Hazard Elimination and Safety Program			$1.2	**$1.2**
Federal Bridge Replacement & Rehabilitation Program			$4.6	**$4.6**
Local Transportation Fund	$9.5			**$9.5**
Minor Safety & Seismic Retrofit Program (lump sums) (State/Federal)		$2.5		**$2.5**
Forest Reserves			$4.2	**$4.2**
Traffic Impact Fees	$2.5			**$2.5**
State Match 100/300		$0.8		**$0.8**
State Transportation Improvement Program**		$55.3		**$55.3**
Gas Tax	$11.6			**$11.6**
State Highway Operation & Protection Program		$2.3		**$2.3**
Totals	**$23.6**	**$60.9**	**$15.0**	**$99.5**

Amounts beyond the ISTEA assume a continuation of the same level of effort.

*** East Sonora Bypass*

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TIER I: Projects with funding programmed or anticipated

Lead Agency AQ Code Status	Project Description Total Escalated Cost (TEC) All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Year Obligations	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/07	FUNDING SOURCE Local	State	Federal
Tuolumne County	Paseo De Los Portales Bridge Replacement	PE	46.0	46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	36.8
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	529.0	529.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	105.8	0.0	423.2
		TOTAL	575.0	575.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	115.0	0.0	460.0
Tuolumne County	Italian Bar Road Bridge Replacement	PE	102.0	102.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0.0	81.6
		R/W	46.0	46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	36.8
		CONST	460.0	0.0	460.0	0.0	0.0	0.0	0.0	0.0	0.0	92.0	0.0	368.0
		TOTAL	608.0	148.0	460.0	0.0	0.0	0.0	0.0	0.0	0.0	121.6	0.0	486.4
Tuolumne County	Jamestown Road Bridge Replacement	PE	130.0	100.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	104.0
		R/W	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	28.0
		CONST	518.0	0.0	150.0	368.0	0.0	0.0	0.0	0.0	0.0	103.6	0.0	414.4
		TOTAL	683.0	100.0	215.0	368.0	0.0	0.0	0.0	0.0	0.0	136.6	0.0	546.4
Tuolumne County	Tuolumne Road Channelization at Cherokee Rd	PE	53.0	53.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	0.0	0.0
		R/W	21.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0
		CONST	240.0	100.0	140.0	0.0	0.0	0.0	0.0	0.0	0.0	240.0	0.0	0.0
		TOTAL	314.0	174.0	140.0	0.0	0.0	0.0	0.0	0.0	0.0	314.0	0.0	0.0
Tuolumne County	La Grange Road Bridge Replacement	PE	124.0	64.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0.0	99.2
		R/W	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	8.0
		CONST	650.0	0.0	0.0	300.0	350.0	0.0	0.0	0.0	0.0	130.0	0.0	520.0
		TOTAL	784.0	64.0	70.0	300.0	350.0	0.0	0.0	0.0	0.0	156.8	0.0	627.2

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TIER I: Projects with funding programmed or anticipated

Lead Agency AQ Code Status	Project Description Total Escalated Cost (TEC) All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Year Obligations	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/07	FUNDING SOURCE		
												Local	State	Federal
Tuolumne County	Phoenix Lake Road Bridge Replacement	PE	124.0	64.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0.0	99.2
		R/W	36.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	28.8
		CONST	650.0	0.0	300.0	350.0	0.0	0.0	0.0	0.0	0.0	130.0	0.0	520.0
		TOTAL	810.0	64.0	396.0	350.0	0.0	0.0	0.0	0.0	0.0	162.0	0.0	648.0
Tuolumne County	Evergreen Road Bridge Replacement	PE	110.0	60.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	88.0
		R/W	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	2.4
		CONST	450.0	0.0	200.0	250.0	0.0	0.0	0.0	0.0	0.0	90.0	0.0	360.0
		TOTAL	563.0	60.0	253.0	250.0	0.0	0.0	0.0	0.0	0.0	112.6	0.0	450.4
Tuolumne County	Black Oak Road Improvement Project	PE	75.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0
		R/W	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0
		CONST	450.0	0.0	0.0	200.0	250.0	0.0	0.0	0.0	0.0	450.0	0.0	0.0
		TOTAL	565.0	50.0	65.0	200.0	250.0	0.0	0.0	0.0	0.0	565.0	0.0	0.0
Caltrans	East Sonora Bypass Phase I	PE	3,900.0	1,300.0	1,300.0	1,300.0	0.0	0.0	0.0	0.0	0.0	0.0	3,900.0	0.0
		R/W	21,300.0	3,300.0	5,000.0	4,000.0	6,000.0	3,000.0	0.0	0.0	0.0	0.0	2,769.0	18,531.0
		CONST	30,162.0	0.0	0.0	0.0	0.0	6,032.4	6,032.4	6,032.4	12,064.8	0.0	3,921.0	26,241.0
		TOTAL	55,362.0	4,600.0	6,300.0	5,300.0	6,000.0	9,032.4	6,032.4	6,032.4	12,064.8	0.0	10,590.0	44,772.0
Caltrans	Hess Avenue Interchange	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	5,400.0	0.0	0.0	0.0	0.0	5,400.0	0.0	0.0	0.0	0.0	702.0	4,698.0

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TIER I: Projects with funding programmed or anticipated

Lead Agency AQ Code Status	Project Description Total Escalated Cost (TEC) All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Year Obligations	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/07	FUNDING SOURCE Local	State	Federal
Caltrans	East Sonora Bypass	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Phase II	R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	1,900.0	0.0	0.0	0.0	0.0	0.0	475.0	475.0	950.0	0.0	247.0	1,653.0
Tuolumne Co.	Soulsbyville/S.R. 108	PE	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0
Caltrans	Intersection Signalization	R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	225.0	0.0	225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	225.0	0.0
		TOTAL	250.0	25.0	225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	0.0
	Total Funded		60,264.0	5,835.0	7,899.0	6,768.0	6,600.0	9,032.4	6,032.4	6,032.4	12,064.8	1,683.6	10,590.0	47,990.4

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TIER II: Projects with unsecured funding

Lead Agency / AQ Code / Status	Project Description / Total Escalated Cost (TEC) / All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Obliga	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/2007	MOST LIKELY FUNDING SOURCE Local	State	Federal
County	Rawhide Road at Woods Creek Bridge Replacement	PE	130.0	0.0	0.0	60.0	70.0	0.0	0.0	0.0	0.0	26.0	0.0	104.0
		R/W	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	10.0	0.0	40.0
		CONST	550.0	0.0	0.0	0.0	0.0	0.0	250.0	300.0	0.0	110.0	0.0	440.0
		TOTAL	730.0	0.0	0.0	60.0	70.0	50.0	250.0	300.0	0.0	146.0	0.0	584.0
County	Rawhide Road at Peppermint Creek Bridge Replacement	PE	120.0	0.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0	24.0	0.0	96.0
		R/W	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	10.0	0.0	40.0
		CONST	300.0	0.0	0.0	0.0	0.0	0.0	150.0	150.0	0.0	60.0	0.0	240.0
		TOTAL	470.0	0.0	0.0	60.0	60.0	50.0	150.0	150.0	0.0	94.0	0.0	376.0
County	Draper Mine Road at Curtis Creek Bridge Replacement	PE	120.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0	96.0
		R/W	30.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	6.0	0.0	24.0
		CONST	300.0	0.0	0.0	0.0	0.0	150.0	150.0	0.0	0.0	60.0	0.0	240.0
		TOTAL	450.0	0.0	60.0	60.0	30.0	150.0	150.0	0.0	0.0	90.0	0.0	360.0
County	HBRR - Federal Highway Bridge Rehabilitation and Replacement Program Various County Bridges	PE	600.0	0.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	120.0	0.0	480.0
		R/W	100.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0	0.0	80.0
		CONST	1,600.0	0.0	0.0	0.0	0.0	400.0	400.0	400.0	400.0	320.0	0.0	1,280.0
		TOTAL	2,300.0	0.0	0.0	100.0	120.0	520.0	520.0	520.0	520.0	460.0	0.0	1,840.0
County	HES - Federal Hazard Elimination and Safety Program Various County Roads	PE	60.0	0.0	0.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	0.0	48.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	850.0	0.0	250.0	100.0	100.0	100.0	100.0	100.0	100.0	170.0	0.0	680.0
		TOTAL	910.0	0.0	250.0	110.0	110.0	110.0	110.0	110.0	110.0	182.0	0.0	728.0

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TIER II: Projects with unsecured funding

Lead Agency / AQ Code / Status	Project Description / Total Escalated Cost (TEC) / All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Obliga	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/2007	MOST LIKELY FUNDING SOURCE Local	State	Federal
County	Rawhide Road at S.R. 49 Realignment	PE	100.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	50.0	50.0	0.0
		R/W	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	50.0	0.0
		CONST	800.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0	400.0	400.0	400.0	0.0
		TOTAL	1,000.0	0.0	0.0	0.0	50.0	50.0	100.0	400.0	400.0	500.0	500.0	0.0
County	Rawhide Road at Table Mtn. Realignment	PE	25.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	5.0	0.0	20.0
		R/W	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	5.0	0.0	20.0
		CONST	200.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	0.0	40.0	0.0	160.0
		TOTAL	250.0	0.0	0.0	0.0	12.5	12.5	25.0	200.0	0.0	50.0	0.0	200.0
County	Mono Way/S.R. 49 North/South Connector Road Construction	PE	482.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	182.0	482.0	0.0	0.0
		R/W	482.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	482.0	482.0	0.0	0.0
		CONST	7,712.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7,712.8	7,712.8	0.0	0.0
		TOTAL	8,676.8	0.0	0.0	0.0	0.0	100.0	100.0	100.0	8,376.8	8,676.8	0.0	0.0
USFS	Evergreen Road Improvement Project	PE	400.0	0.0	200.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0
		R/W	200.0	0.0	0.0	0.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0
		CONST	6,025.0	0.0	0.0	0.0	0.0	3,000.0	3,025.0	0.0	0.0	0.0	0.0	6,025.0
		TOTAL	6,625.0	0.0	200.0	200.0	200.0	3,000.0	3,025.0	0.0	0.0	0.0	0.0	6,625.0
Caltrans	Widen S.R. 49 from Sonora to Shaws Flat Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	7,140.0	0.0	0.0	0.0	0.0	7,140.0	0.0	0.0	0.0	0.0	7,140.0	0.0

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Lead Agency AQ Code Status	Project Description Total Escalated Cost (TEC) All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Obliga	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/2007	MOST LIKELY FUNDING SOURCE Local	State	Federal
Caltrans	Interchange at Yosemite Junction	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	8,813.0	0.0	0.0	0.0	0.0	8,813.0	0.0	0.0	0.0	0.0	8,813.0	0.0
Caltrans	Widening on S.R. 108/120 from Montezuma Junction to Yosemite Junction	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	17,695.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17,695.0	0.0	17,695.0	0.0
Caltrans	Improve S.R. 108 Coffill Road to Sierra Village	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	0.0	1,000.0	0.0
Caltrans	S.R. 120 Groveland Bypass	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	16,365.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16,365.0	0.0	16,365.0	0.0
City County Caltrans	Traffic Signals at various locations	PE	156.0	0.0	39.0	0.0	39.0	0.0	39.0	0.0	39.0	156.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	468.8	0.0	117.2	0.0	117.2	0.0	117.2	0.0	117.2	468.8	0.0	0.0
		TOTAL	624.8	0.0	156.2	0.0	156.2	0.0	156.2	0.0	156.2	624.8	0.0	0.0

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Tuolumne County and Cities Area Planning Council

MODE: Highways, Streets, Roads and Bridges

TIER II: Projects with unsecured funding

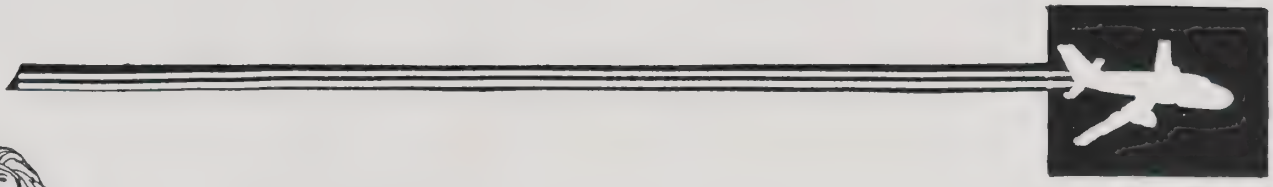
Lead Agency AQ Code Status	Project Description Total Escalated Cost (TEC) All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Obliga	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/2007	MOST LIKELY FUNDING SOURCE		
												Local	State	Federal
County	North/South Major Collector from Greenley Road to S.R. 49	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	7,500.0	0.0	0.0	0.0	0.0	0.0	7,500.0	0.0	0.0	7,500.0	0.0	0.0
City	Widening at Greenley Road/Mono Way Intersection	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	700.0	0.0	0.0	0.0	700.0	0.0	0.0	0.0	0.0	700.0	0.0	0.0
County	Extend Cabezut Road to Hess Avenue	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	7,225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7,225.0	7,225.0	0.0	0.0
County or Caltrans	Capacity and Safety Improvements of S.R. 108 at Rawhide and Jamestown Rds	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	700.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	700.0	700.0	0.0	0.0
County or Caltrans	Improvements at S.R. 108 and South Washington Street	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	200.0	0.0	0.0

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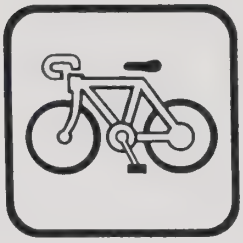
MODE: Highways, Streets, Roads and Bridges

TIER II: Projects with unsecured funding

Lead Agency / AQ Code / Status	Project Description / Total Escalated Cost (TEC) / All Dollars in Thousands (000)	Phase	TOTAL PROJECT COST	Prior Obliga	FY 97/98	FY 98/99	FY 99/2000	FY 2000/01	FY 2001/02	FY 2002/03	FY 2003/2007	MOST LIKELY FUNDING SOURCE		
												Local	State	Federal
County	Capacity and Safety Improvements on Tuolumne Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	2,084.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,084.0	2,084.0	0.0	0.0
County	Widening of Parrotts Ferry Rd	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	4,845.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4,845.0	4,845.0	0.0	0.0
Caltrans	Widen S.R. 49/108 from Sonora to Montezuma Junction	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		CONST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		TOTAL	20,605.0	0.0	0.0	0.0	0.0	20,605.0	0.0	0.0	0.0	0.0	20,605.0	0.0
Caltrans	Phase III of East Sonora Bypass Extension	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		R/W	3,400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,400.0	0.0	442.0	2,958.0
		CONST	8,200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8,200.0	0.0	1,066.0	7,134.0
		TOTAL	11,600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11,600.0	0.0	1,508.0	10,092.0
	Total Unfunded		128,508.6	0.0	666.2	590.0	1,508.7	40,600.5	12,086.2	1,780.0	71,277.0	34,077.6	73,626.0	20,805.0

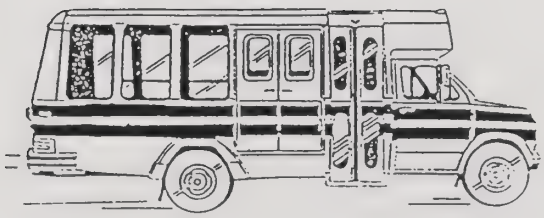








VIII. Transportation System Management Element









VIII. Transportation System Management Element

Inventory

Unlike other elements contained in this plan, the transportation system management (TSM) element does not represent any single mode or type of transportation. Instead, the TSM element can be used as a mechanism for managing or coordinating all elements of this RTP. TSM concerns itself with achieving efficiency in all areas of transportation. To this end, TSM encourages actions such as: the coordinated use of public and social service transportation, ridesharing (carpools/vanpools), bicycling, the use of flexible (staggered) work hours by large employers, creation of adequate parking facilities and the proper timing of traffic signals. Therefore, TSM actions can help improve the efficiency and safety of the local roadway system with related positive effects on local business.

Past RTPs have discussed several areas (i.e. transit, park and ride, bicycling and parking) which are consistent with TSM objectives and policies.

B. *Issues*

1. *Cost effectiveness of advocating and funding TSM activities.* While some may doubt the benefits which can be derived from TSM activities, the TCCAPC and Caltrans staff feel that the potential short and long term benefits to be derived from TSM activities could easily justify a modest effort in terms of local time and money spent on same.

C. *Objective & Policies*

Objective

Promote transportation system management actions which maximize the use of transportation facilities in the most efficient, cost effective, safe and environmentally sound fashion possible.

Policies

1. Encourage the coordinated use of efficient transportation modes such as public and social service transportation, bicycling, walking, ridesharing and carpools/vanpools through the creation of appropriate facilities and incentives.

2. Support structural and operational improvements necessary to increase the capacity and/or flow of traffic on the local streets and highways network.

3. Encourage the development of off-street parking facilities sufficient to meet the needs of local residents and tourists.

4. Support land use decisions which encourage growth in defined communities and avoid urban sprawl.

Past Plan Accomplishments

1. The TCCAPC was awarded $29,000 in Transportation Demand Management funds to support the County transit system.

2. The TCCAPC adopted the "Tuolumne County Bike Plan" in 1980 and adopted a Non-Motorized Element into the 1992 RTP.

3. In 1982, 1984, 1986, 1992 and 1994 the TCCAPC updated the "Tuolumne County Bicycle & Pedestrian Projects" list.

4. In 1986, 1990 and 1994 the TCCAPC adopted the "Tuolumne County Transit Development Plan (TDP)" which will enhance the efficient development and coordination of both public and social service transportation systems.

5. In FY 1985/86 TCCAPC and Caltrans staff began efforts to find a location for a park and ride lot in the Jamestown area.

6. The "Sonora Downtown Revitalization Plan" was completed in January 1986. The Revitalization Plan analyzed existing conditions, discussed possible alternatives and presented specific recommendations for parking projects to serve long term needs in the City of Sonora.

7. The City of Sonora purchased a piece of property at the corner of Green and Linoberg Streets which is for use as a parking lot and park.

8. The County of Tuolumne has entered into an agreement for the purchase of one parcel and the lease of three others in Jamestown for use as a parking lot.

9. In 1993, the Tuolumne County Transit System recorded over 40,000 trips on fixed route and nearly 20,000 trips on the Dial-a-Ride service.

10. In 1994, the TCCAPC entered a cooperative agreement with Amador, Calaveras, San Joaquin and Stanislaus Counties to study traffic characteristics and identify measures necessary to reduce system demand.

11. In 1995/96, Tuolumne County Transit recorded over 40,062 trips on the Fixed Route service and 40,927 trips on the Dial-a-Ride service.

E. *Future Actions*

1. The TCCAPC shall implement all actions outlined in the non-motorized, social service and public transportation element of this plan.

2. TCCAPC staff shall continue to work with Caltrans staff in identifying potential park and ride lot locations throughout the County with priority consideration being given to the Jamestown area. Staff shall pay particular attention to park and ride lot locations which are not only convenient for carpoolers, but can also be used in coordination with the public transportation system's fixed route bus service.

3. City of Sonora, County of Tuolumne and Caltrans officials shall be encouraged to evaluate the efficiency of existing and proposed traffic signals with respect to timing of both individual signals and synchronization of multiple signals.

4. The TCCAPC shall work towards implementing all actions outlined in the streets and highways element of this plan.

5. The City of Sonora and County of Tuolumne shall be encouraged to complete those parking facilities previously discussed under the past plan accomplishments section of this element.

6. The County of Tuolumne should continue to work with Jamestown and Groveland area residents with respect to developing community parking facilities utilizing assessment district to county service area funding mechanisms.

7. The County of Tuolumne and the City of Sonora are encouraged to continue to require that adequate parking facilities or contributions to same be provided along with all commercial improvements.

8. The County of Tuolumne and City of Sonora shall be encouraged to require that TSM measures be included in mitigation measures to new developments.

9. TCCAPC staff shall seek volunteer workers who could help coordinate and advocate TSM measures throughout the County. This would include volunteer contacts with some of the largest employers within the County in the hopes of gaining corporate sponsorship and/or funding of TSM measures.

10. The TCCAPC shall continue to work cooperatively with surrounding counties to implement regional transportation demand reduction programs.

F. *Financial*

The only financial commitment necessary to complete most actions outlined above is the reimbursement of TCCAPC staff time. Such reimbursement will be allowed via the TCCAPC's regular Overall Work Program (OWP) process and budget. Financing for the parking facilities previously discussed is addressed within the City of Sonora's and County of Tuolumne's respective budgets.



IX. Goods Movement Element

IX. Goods Movement Element

Inventory

Trucking - Trucking is the overwhelming mode of commodity transportation in Tuolumne County. Nearly every retail, construction, agricultural and lumber oriented industry in this County depends heavily on truck transportation for moving the principal materials, products and goods of each industry. The exact number of trucking firms operating in the County and the annual tonnage moved by such firms is not known at this time.

Rail - Rail transportation in Tuolumne County is provided by the Sierra Railroad, which is owned by Coast Enterprises. The four most important commodities for the Sierra Railroad Company are wood chips, lumber, plywood and asbestos. The Sierra Railroad averaged 2,634 revenue carloads per year between 1975 and 1980. Between 1981 and 1985, however, the Sierra Railroad averaged only 1,205 revenue carloads per year or less than half that volume carried between 1975 and 1980.

The 1980s were difficult years for the Sierra Railroad. From 1975 to 1980, traffic volume ranged from 2,500 to 3,000 carloads annually. In 1981, it dropped to about 1,500 cars as a lumber industry recession took its toll. Things got worse when a bitter, year-long strike closed the Standard and Keystone sawmills, which together accounted for over 70% of the Sierra Railroad's carloads. After the strike, the Standard plant underwent a $7 million modernization, thereby continuing to depress the Sierra Railroad's traffic volume. By 1985, traffic stood at 1,180 cars, never to return to pre-1980 levels.

Through it all the railroad managed to hang on, but by the early 1990s Silverfoot wanted out. For a brief time the State was a potential buyer, and a sweeping 1994 parks ballot measure included funds to buy the entire railroad. Its defeat, however, left observers wondering how much longer the Sierra Railroad could survive.

Then in March 1995, Sierra Pacific Coast Railway of Felton, California purchased the railroad. Despite the best of intentions, things went wrong from the start, and by mid-summer it seemed the railroad was literally falling apart - physically, financially and managerially. Things came to a head in August, and a group of former SPCR investors purchased the Sierra Railroad on September 30.

Under the stewardship of new President Michael G. Hart, a reinvigorated Sierra Railroad has emerged. A 30 year fixed carload agreement with Sierra Pacific Industries (which purchased the Fibreboard lumber mills in 1995) has put the railroad on a reasonable financial basis for the first time in years. That, coupled with an improved relationship with the State and pro-active management, bodes well as the Sierra Railroad enters its second century as one of California's oldest independent, short line railroads.

Despite the available competition from other transportation companies, the Sierra Railroad Company's direct rail service is very important to its three primary shippers. This is so because Sierra Railroad's direct connection service with the Southern Pacific and Santa Fe Railroads permits these shippers to serve distant

markets at competitive prices. Thus, the primary distant markets for lumber, plywood and asbestos are Texas, Minnesota and Mexico, which can be reached efficiently only by using direct rail service. Without the Sierra Railroad Company's freight service, the plants producing these products could not reach these distant markets and their production levels would probably have to be reduced unless alternative markets could be found.

Water Pipelines - The Hetch Hetchy Water and Power System is the major owner of water pipelines in Tuolumne County. Their water pipeline system supplies over 75% of the water for the City of San Francisco's water service area. Water released from Hetch Hetchy Reservoir through O'Shaughnessy Dam flows by gravity through a completely closed system (except at regulating reservoirs) of tunnels, pipelines, inverted siphons and power houses 150 miles to Crystal Springs Reservoir on the San Francisco Peninsula. The 48.84 miles of this aqueduct in Tuolumne County consists of 46.33 miles of tunnel with diameters between 10' and 14.5', and a capacity over 400,000,000 gallons per day; 1.94 miles of 9' to 9.5' diameter steel pipe and 0.57 miles of reservoirs.

It should also be noted that the Tuolumne Water System through its extensive ditch system is responsible for transporting and delivery of approximately 87% of Tuolumne County's internal water supply. The balance of the County's water supply is handled by independent water districts. The Tuolumne Water System is currently in the process of utilizing a variety of State and Federal grants to pipe approximately 40% of its ditch system.

Sewage Trunk Lines and Treatment Plants - Figure IX-2 locates the sewage trunk lines and treatment plants in Tuolumne County. The Tuolumne Utilities District (TUD) is the single largest transporter of sewage in the County and operates the largest sewage treatment plant. Independent water and sanitary districts handle the balance of such services.

Electrical Transmission Lines - The Hetch Hetchy Water and Power System also supplies all of the electrical power to the City of San Francisco's municipal facilities via Pacific Gas and Electric Company's transmission lines. This power is also supplied to the Turlock and Modesto Irrigation Districts.

Electrical energy generated by the three hydroelectric powerhouses (Moccasin, Dion R. Holm and Robert C. Kirkwood) is carried to point of delivery over two high voltage, double circuit transmission systems. These systems are normally operated independent of each other. Each system is carried by six wires on towers 97 feet tall. From Moccasin Powerhouse switchyard, electric energy is carried by the Moccasin-Newark line, which crosses the Sierra foothills, San Joaquin Valley and the Coast Range to the Newark Substation of Pacific Gas and Electric Company in southwest Alameda County. This line operates at 115,000 volts for 98.5 miles, of which 16 miles are in Tuolumne County. The power from Holm and Kirkwood powerhouses leaves Intake Switchyard on another transmission line of 230,000 volts and is carried 48 miles via Moccasin to Warnerville Substation near Oakdale where the voltage is reduced to 115,000. Thirty-nine miles of line in Tuolumne County is a 75,000 volt line between Holm and Kirkwood powerhouses to O'Shaughnessy, Cherry Valley and Eleanor Dams.

Recent additions to Pacific Gas and Electric's system include: 1) a four mile 115 Kv transmission line from the 22 Mw cogeneration plant of Ultra-Power, Inc. at Chinese Camp to a tie in point at Peoria Subdivision; 2) a three mile 115 Kv transmission line from the Curtis/Melones 115 Kv line to the Sonora Mining Company at Jamestown; 3) a second circuit of approximately seven miles of 115 Kv transmission line from Racetrack Junction to the Curtis Substation; and 4) a three mile 115 Kv transmission line from Tri-Dam's Sand Bar Project to Spring Gap.

Pacific Gas and Electric does have plans to convert its existing 17 Kv Wards Ferry transmission line to a 115 Kv transmission line as load demand warrants.

B. *Issues*

1. ***What is the appropriate role of the RTP in relation to water, sewer and power matters in Tuolumne County?*** While water, sewer and power facilities are important parts of the County's overall transportation and involve a variety of players and issues which go far beyond the TCCAPC's traditional role. It would seem to be in the County's best interest if the TCCAPC were to continue updating its inventory of such facilities in the RTP, but to leave all issues, policies and action recommendations to the existing decision making mechanisms outside of the RTP process.

2. ***Impact of trucking on the local roadway system.*** It is a well established fact that the extreme weight and size of commercial trucks contributes heavily to the deterioration of local roadways. Likewise, such large trucks also add considerably to the traffic congestion, noise and pollution on local roadways. To a certain extent, however, these impacts are necessary evils that must be tolerated due to the importance of trucking to the free flow of commerce within the County. What may be possible is to establish a variety of policies and actions which could minimize these impacts.

3. ***Need for attracting new industries to locate adjacent to the Sierra Railroad.*** As stated previously, the Sierra Railroad needs additional traffic to overcome its current financial dilemma, furthermore, trucking is having a negative effect on the County's roadway system. One solution to both of these problems would be the attraction of new industries to locate adjacent to the Sierra Railroad with the intent of such industries making use of the railroad for shipping of materials and products.

C. *Objective and Policies*

Objective

Provide a transportation system which allows for the efficient transportation of goods while minimizing negative impacts on the local roadway system.

Policies

1. Support the coordinated interaction of truck and rail freight movements.

2. Encourage new industries to locate adjacent to the Sierra Railroad.

3. Support the review and development of actions which would minimize the negative impacts of truck traffic on the local roadway system.

4. The TCCAPC shall resist legislation and administrative efforts which could expand the use of longer/wider trucks on roads within Tuolumne County.

D. *Past Plan Accomplishments*

1. The TCCAPC sponsored a study of the current condition and best future uses of the Sierra Railroad. The "Sierra Railroad Railway Study" was completed by the Woodside Consulting Group in 1986.

2. In accordance with recommendations contained in the Sierra Railroad Railway Study, work towards facilitating Sierra Railroad operations both from freight and excursion/movie standpoints has proceeded.

3. In 1996, the TCCAPC and Stanislaus Area Association of Governments applied for and received $182,000 in Transit Capital Improvement (TCI) funds. In November 1996, a TCI grant application for $1,435,025 was submitted for consideration by the California Transportation Commission. These State grant funds will be matched by $1,435,025 in funding from Coast Enterprises. If the total amount of funding is programmed, the entire length of Sierra Railroad, from Standard to Oakdale, may be rehabilitated.

E. *Future Actions*

1. The TCCAPC should support efforts aimed at facilitating all facets of Sierra Railroad operations.

2. The local roadway system shall be reviewed with the intention of establishing weight limits on selected County roads and adopting a truck route system for the City of Sonora's street system.

3. Local road standards shall be reviewed and modified where necessary to ensure that roads which carry a high level of truck traffic are built and maintained at a standard consistent with such use.

4. The TCCAPC and County of Tuolumne shall research the potential of using the civil process for overweight violations as a mechanism for securing a higher local share and/or percentage of fines. This is intended as one way of increasing revenues available for local road maintenance.

5. The TCCAPC shall support legislation aimed at increasing trucker fees state-wide which would result in additional revenues available for local road maintenance.

F. *Financial*

The only financial commitment necessary to complete the actions listed above is the reimbursement of TCCAPC staff time. Such reimbursement will be allowed for via the TCCAPC's regular OWP process and budget.



X. Environmental Impact Report

OFFICE OF ENVIRONMENTAL COORDINATOR

BEV SHANE, AICP
ENVIRONMENTAL COORDINATOR

A. N. Francisco Building
48 West Yaney Street
MAILING:
2 South Green Street
Sonora, CA 95370
(209) 533-5611
FAX (209) 533-5616

NOTICE OF DETERMINATION

PROJECT: County of Tuolumne Regional Transportation Plan 1996

PROJECT PROPONENT: Tuolumne County and Cities Area Planning Council

PROJECT LOCATION: Encompassing the 2,217 square mile geographical area of Tuolumne County, located within the foothills of the central Sierra Nevada mountains.

The **Tuolumne County and Cities Area Planning Council** on **December 3, 1996**, has approved the project described above and has made the following determinations:

1. The project **will not** have a significant effect on the environment.
2. Pursuant to Section 15162 of the State CEQA Guidelines, an Environmental Impact Report was prepared and certified for previously adopted Regional Transporation Plans in accordance with CEQA which adequately addresses the potential impacts of the proposed project as discussed in the attachment.
3. Mitigation measures **were not** included as conditions of project approval.
4. A statement of Overriding Considerations **was not** adopted for this project.

The project documents may be examined at the Tuolumne County Department of Public Works.

The staff contact person is: Darin Grossi

Bev Shane, AICP
Environmental Coordinator

Date: December 4, 1996

TIM R. JOHNSON, CLERK
96 DEC -5 AM 11: 35

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Environmental Impact Report

In 1975, the County of Tuolumne adopted a Regional Transportation Plan (RTP) for the first time. A program Environmental Impact Report (EIR) was prepared for that original plan and has been subsequently used in 1976, 1977, 1978, 1980 and 1982 to address environmental concerns related to the plan's revisions. As part of the 1984 RTP update process, an Addendum of the 1975 EIR was prepared and adopted.

Potential impacts and plausible mitigation measures addressed in the program EIR are generalizations that relate to the transportation projects proposed in the 1996 RTP revision and the specificity of the program EIR is related to these potential impacts on a RTP policy document level; consequently, the EIR does not analyze the site specific environmental effects of these individual transportation construction projects. All of the projects proposed in the Regional Transportation Plan will be evaluated through the California Environmental Quality Act (CEQA) process which will entail detailed environmental studies for certain projects at the time each project is scheduled for implementation.

The information contained in the previously prepared EIR adequately addresses the potential impacts associated with the proposed project; consequently, no additional environmental review is required in accordance with Section 15162 of the State CEQA Guidelines.

Appendix

Acronyms and Abbreviations

[illegible]A	-	Americans with Disabilities Act
AADT	-	Annual Average Daily Trips
ADT	-	Average Daily Trips
ALUC	-	Airport Land Use Commissions
APCD	-	Air Pollution Control District
Caltrans	-	California Department of Transportation
CAC	-	Citizens Advisory Committee
CARB	-	California Air Resources Board
CCAA	-	California Clean Air Act (AB 2595, Sher)
CEQA	-	California Environmental Quality Act
CIP	-	Capital Improvement Program
CMA	-	Congestion Management Agency
CMAQ	-	Congestion Mitigation and Air Quality Improvement Program
CMP	-	Congestion Management Program
[illegible]OG	-	Council of Governments
CTC	-	California Transportation Commission
CTP	-	California Transportation Plan
DAR	-	Dial-a-Ride (demand responsive transit)
DOT	-	Department of Transportation
EPA	-	Environmental Protection Agency
FCAAA	-	Federal Clean Air Act Amendments of 1990
FCR	-	Flexible Congestion Relief
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Administration
FTIP	-	Federal Transportation Improvement Program
HOV	-	High Occupancy Vehicle Lane
ISTEA	-	the Intermodal Surface Transportation Efficiency Act of 1991
LOS	-	Level of Service
[illegible]TC	-	Local Transportation Commission
MOU	-	Memorandum of Understanding

NHS	-	National Highway System
PSR	-	Project Study Report
[illegible]TIP	-	Proposed State Transportation Improvement Program
RTIP	-	Regional Transportation Improvement Program (State required document)
RTP	-	Regional Transportation Plan (from which the projects in the RTIP and FTIP are drawn)
RTPA	-	Regional Transportation Planning Agency
SHOPP	-	State Highway Operations and Protection Program
SIP	-	State Implementation Plan for air quality
SSTAC	-	Social Service Transportation Advisory Council
STIP	-	State Transportation Improvement Program
STP	-	Surface Transportation Program
TAC	-	Technical Advisory Committee
TCCAPC	-	Tuolumne County and Cities Area Planning Council
TCI	-	Transit Capital Improvements
TCM	-	Transportation Control Measure
[illegible]A	-	Transportation Development Act
TDM	-	Transportation Demand Management
TMA	-	Transportation Management Area
TRO	-	Trip Reduction Ordinance
TSM	-	Traffic Systems Management (State funding program)
TSM	-	Transportation Systems Management (methods used to relieve congestion)
VMT	-	Vehicle Miles Traveled

Glossary

Air Quality Attainment Plan - The plan for attainment of State air quality standards, as required by the California Clean Air Act of 1988. It is adopted by air quality districts and subject to approval by the State Air Resources Board.

Average Daily Traffic (ADT) - The average number of vehicles passing a specified point during a 24-hour period.

California Air Resources Board (CARB) - Responsible as designated by EPA through the Governor, for the implementation of the Federal Clean Air Act State Implementation Plan and approving air quality attainment plans as required by the State Clean Air Act of 1988. Under State law, CARB establishes state air quality standards and vehicle emissions requirements.

California Clean Air Act (AB 2595, Sher) (CCAA) - Enacted by the State Legislature in 1988, the California Clean Air Act: (1) establishes a legal mandate to achieve California's ambient air quality standards by the earliest practicable date, (2) prescribes a number of emission reduction strategies and requires annual progress in cleaning up the air, and (3) grants authority to the state's local air pollution control districts to adopt and enforce transportation control measures (TCMs).

California State Department of Transportation (Caltrans) - Is responsible, as the owner/operator of the state highway system, for its safe operation and maintenance. Proposes projects for Intercity Rail, Interregional roads and soundwalls in the PSTIP (see defined below). Caltrans is also responsible for the HSOPP (see defined below), Toll Bridge and Aeronautics programs. The TSM and State/Local Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects, regardless of program and for the Intercity Rail program.

California Transportation Commission (CTC) - A body appointed by the Governor and confirmed by the legislature that reviews Regional Transportation Improvement Programs (RTIPs) and the PSTIP (see definitions below) and forwards some transportation projects from these programs into the State Transportation Improvement Program (STIP). This qualifies the projects for State funding. The CTC also has financial oversight of the major programs authorized by Propositions 111 and 108.

California Transportation Plan (CTP) - Long-range plan required by ISTEA (see defined below) to be developed and adopted by the State. The CTP provides a cohesive vision of the State's transportation system by setting goals, policies, strategies and recommendations to shape the direction for the efficient use of the system.

Conformity - The Federal Clean Air Act requires transportation plans, programs and projects to conform to applicable state implementation plans. MPOs and the U.S. Department of Transportation must make a determination of conformity for transportation plans and programs. The conformity determination must be based on the most recent estimates of emissions, and those emissions estimates must be based upon the most recent population, employment, travel and congestion estimates as determined by the MPO. The U.S. Environmental Protection Agency is currently developing guidelines for determining conformity.

Congestion Management Agency (CMA) - The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Federal Transportation Improvement Program (FTIP) - A federally-required document produced by the regional transportation planning agency that states the investment priorities for transit and transit-related improvements, mass transit guideways, general aviation and highways. The FTIP is the Stanislaus Area Association of Government's principal means of implementing long-term planning objectives through specific projects. In the past, the FTIP and RTIP were prepared as one document, however, they are now prepared separately due to divergent requirements.

Flexible Congestions Relief (FCR) - One of the State's funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads and rail guideway projects are all eligible.

Headway - The time between bus arrivals at a specific point on a specific route.

High Occupance Vehicle Lane (HOV) - A lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) - Also known as "federal reauthorization," a seminal piece of legislation passed by Congress in December of 1991 that provides for a major restructuring of the highway program. Key components of this Act include a greatly increased flexibility in the programming of projects, a level playing field between highway and transit projects with a consistent 80/20 matching ratio, ties to the Federal Clean Air Act and Americans with Disabilities Act and earmarked construction projects.

Interregional Travel - All trips beginning and ending outside the county which pass through the county. For some purposes, trips which begin outside the county and end within the county are included.

Level-of-Service (LOS) - A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Model: Traffic - A mathematical equation or graphic technique used to simulate traffic movements, particularly those in urban areas or on a freeway.

National Highway System (NHS) - ISTEA establishes a 155,000-mile NHS to provide an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities and other intermodal transportation facilities. The NHS must also meet national defense requirements and serve interstate and interregional travel. Designation of the actual routes in the system must occur by 1993. States, in cooperation with local and regional officials, propose the NHS to the U.S. Transportation Secretary. The NHS must be approved by congress. Eligible projects include new construction, reconstruction and rehabilitation of highways, operational improvements, mass transit projects in a NHS corridor, safety improvements, transportation planning, traffic management and control, parking facilities, carpool projects and bicycle pedestrian projects. In areas that do not meet federal clean air standards, up to 100% of NHS funding is transferable to the STP upon request of the State.

Non-motorized - Pertaining to facilities provided for the use of pedestrians and bicycles.

Project Study Report - A report of the scope, phasing, segmentation and cost of a capacity increasing State highway project, required by AB 84 (1987).

Proposed State Transportation Improvement Program (PSTIP) - This seven-year program is based on the current adopted STIP and the most recent Project Delivery Report. It may include additional schedule changes and/or cost changes, plus new projects that Caltrans proposed for the interregional road system, retrofit soundwalls and toll bridge and aeronautics programs, as well as the intercity rail program. Caltrans may also propose alternative FCR projects to those proposed in the RTIPs; this is the only overlap with the RTIPs. The PSTIP is due to the CTC on 12/1 of odd numbered years.

Proposition 108 - Passed by State voters in June of 1990, this bond measure provided $1 billion in rail bonds that were programmed in the 1990 STIP. 15% of the funds were spent on intercity rail projects advanced by Caltrans, with the remaining 85% programmed for commuter and urban rail projects. Two additional rail bond measures were be on the November 1992 and 1994 ballots. Projects for these rail bond measures were programmed in the 1990 STIP.

Proposition 111 - Passed by State voters in June of 1990, Proposition 111 raised the state gas tax by 9¢, with a schedule for phase-in of collection. It also raised truck weight fees. Proposition 111 caused sweeping changes to the STIP process, creating new programs (HSOPP, FCR, TSM, etc.) and established the Congestion Management Program requirement for cities and counties.

Proposition 116 - Passed by voters in June of 1990, this initiative sponsored by the Planning and Conservation League provides $1.9 billion in rail bonds, primarily to projects specified in the legislation.

Public Transit (Mass Transit) - Passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or line with specific stops and is designed to move relatively large numbers of people at one time. Examples include bus, light rail and rapid transit.

Public Transportation - Service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit service.

Regional Transportation Improvement Program (RTIP) - A State-mandated document which includes a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency as a request for State funding. The individual projects are first proposed by local jurisdictions then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a seven-year planning horizon, and is updated every two years.

Regional Transportation Plan (RTP) - A comprehensive twenty-year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes a policy, an action and a financial element.

Ridesharing - Two or more persons traveling by any mode, including but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney and public transit.

Right-of-Way - All real property acquired by a public agency for the use of transportation improvement or expansion.

State Implementation Plan (SIP) - State plan required by the Federal clean Air Act to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.

State Transportation Improvement Program (STIP) - A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

State Highway Operations and Protection Program (SHOPP) - A program created by state legislation that includes state highway safety and rehabilitation projects, seismic retrofit projects, land and buildings projects, landscaping, some operational improvements, bridge replacement and the minor program--generally those types of projects that Caltrans, as the owner-operator of the system, must do to maintain the integrity of the system. Unlike STIP project, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The recent state gas tax increase partially funds the program, but it is not primarily funded through the "old" 9¢ state gas tax and from federal funds.

Surface Transportation Program (STP) - A new funding program established by ISTEA that is very flexible. Many types of mass transit and highway projects are eligible for funding under this program. 10% of the projects funded under this program must be transportation enhancement activities and 10% for safety projects.

Traffic Systems Management (TSM) Program - A State program that funds projects which "increase the number of person trips on the highway system in a peak period, without significantly increasing the design capacity of the system, measured by vehicle trips and without increasing the number of through traffic lanes." This program is funded outside of the STIP process through direct application to Caltrans. The CTC programs the projects from a prioritized list submitted by Caltrans. Statute requires that priority be given to projects from counties with adopted CMPs.

Tuolumne County and Cities Area Planning Council (TCCAPC) - (aka. Local Transportation Commission) The Regional Transportation Planning Agency and Council of Governments for Tuolumne County.

Transportation Control Measures (TCMs) - A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include, programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles.

Transportation Demand Management (TDM) - "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Development Act (TDA) - California law which provides funding for transit through the Local Transportation Fund and the State Transit Assistance Fund.

Transportation Management Area (TMA) - As defined by ISTEA, a TMA is designated by the Secretary of Transportation for all urbanized areas over 200,000. TMAs must include a congestion management system in their planning process. In TMA areas, MPOs are responsible for project selection with the exception of NHS, Bridge and interstate maintenance projects.

Transportation Systems Management (TSM) - A set of relatively low-cost techniques to relieve congestion without adding vehicle capacity to the transportation system. TSM techniques are numerous. Some are "demand-based" techniques such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours. (Sometimes the demand-based strategies are referred to as TDM). Other TSM measures are engineering-oriented, such as timing traffic signals to smooth the flow of traffic, and ramp metering, which regulates the entrance of vehicles onto a freeway, increasing the efficiency of the freeway.

Urban and Commuter Rail - A new State funding program financed by the sales of bonds authorized by Proposition 108. Two additional bond measures to fund this program were placed in front of the voters in 1992 and 1994. All projects must be matched 50 percent by local funds. Projects are proposed through the CMP process to regional agencies, which then may include them in their RTIPs.

Urbanized Area - As defined by the Bureau of the Census, a population concentration of at least 50,000 inhabitants, generally consisting of central city and the surrounding, closely settled, contiguous territory (suburbs). The boundary is based primarily on a population density of 1,000/mile, but also includes some less densely settled areas, as well as such areas as industrial parks and railroad yards, if they are within areas of dense urban development. The boundaries of urbanized areas, the specific criteria used to determine urbanized areas, or both, may change in subsequent censuses.

Vehicle Miles Traveled (VMT) - The sum of the linear distance covered by all vehicles in a given time period.

Vehicle Occupancy - The number of people aboard a vehicle at a given time, also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Trip - The one-way movement of a vehicle between two points.

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